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Eddie Rios' **9-Second S550** p.22

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79-93 FOX MUSTANG SHEET METAL



IN STOCK AT FL, MI, NC PICK UP & SAVE!



Steeda Autosports is the #1 aftermarket company in Ford performance parts for your 1979-93 Fox Mustang. They have been building high performance parts and accessories for over 20 years. With the design, engineering and manufacturing Steeda utilizes, you can be assured every part will get you the looks, handling and performance you are looking for.

STREET BANDIT

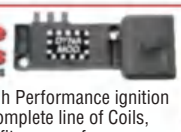
Looking for a complete kit with the option of either 28 or 31 spline axles? NPD is proud to offer both for 7.5 or 8.8 rear axle with drum brakes.
87-93 5 lug 28 spline M-2000-7AK
87-93 5 lug 31 spline M-2000-7BK



CONVERSION KITS $439.95



Performance Distributors D.U.I.



Looking for top quality High Performance ignition parts. Well NPD offers a complete line of Coils, Wires and Distributors to fit your performance needs.

Screamin Demon Coil	M-12029-3D	$69.95
Ignition Control Module	M-12A297-1D	$69.95
Live Wires Blue(B), Red(R), Black(K)	M-12259-8AD_	$105.95
Hot Forged Distributors Red(R), Blue(B)	M-12127-57P_	$269.95



X-PIPES
COLD AIR KITS

We are proud to offer a full line of BBK performance products for your Fox Mustang. Everything from X-pipes to Cold Air Kits, we have you covered. With the largest in-stock inventory, we will have you making more power in no time.

2" ALUMINUM COWL HOOD

Wanting to add a cowl induction hood to your ride with the weight savings of fiberglass but the bracing of factory hoods? NPD has the answer with a 2 inch aluminum hood for 1987-93 models. Cowl induction steel hoods weighs 42lbs, this aluminum hood checks in at only 17-1/2lbs. Use your factory hinges and hardware; no front pins or other hold downs required! $499.95





ALL INTERIOR ITEMS IN STOCK!

Looking for a quality interior or have your door panels seen better days or what about that factory seat foam? Well NPD and TMI have teamed up to give you what you need! NPD is proud to offer TMI's popular Fox body Mustang items and they are in stock, NOT Drop Shipped like so many other suppliers do. So weather your calling in a order, going online or walking up to the counter you can rest assured that NPD has you covered.



LOGO DOOR SCUFF PLATES WITH EMBLEM

These scuff plates are made using the Original Ford Tooling to ensure proper fit, then are CNC machine to cut out a recessed pocket for an actual "5.0" fender emblem or "Mustang" trunk emblem. They are available in black only, but can be painted to match your color interior.

79-93	Black, w/ 5.0 emblem, pair	M-013208-14AAE	$53.95
79-93	Black, w/ Mustang emblem, pair	M-013208-14AME	$53.95

PARTS & ACCESSORIES FOR

MUSTANG

1979 THROUGH 1993





NOW AVAILABLE 79-81 FUEL TANKS

NPD is proud to offer Fuel tanks for 1979-81 model years.

79-81 (before 4/81) M-9002-1A $189.95



These units are sure to improve your ride quality and performance needs of your Fox Mustang.

79-93	Front Strut 90/10	M-18124-4LA	$144.95
79-93	Front Strut 70/30	M-18124-4LB	$144.95
79-93	Rear Shock 50/50	M-18125-4LA	$61.95

CONSOLE PANEL GLOVE COMPARTMENT DOOR



These units feature the correct grain and texture like originals. They are not a painted unit, but are made from color matched materials for a long lasting finish. The tooling for this item was adjusted several times, resulting in a perfect fit. Available in four colors Black, Smoke Gray, Scarlet Red, Titanium $32.95



HEAD LIGHT KITS

These quality reproduction head light kits are designed to replace your worn out yellowed factory head lights. They are available in many different styles with pricing starting at $89.95

TUBULAR CONTROL ARM KIT



Designed to improve traction and performance.

79-93
Black M-5A651-2BK
Red M-5A651-2RK
$129.95

FRONT LOWER CONTROL ARMS



These units are designed to fit and finish like original units. Complete with ball joints and rubber bushings.

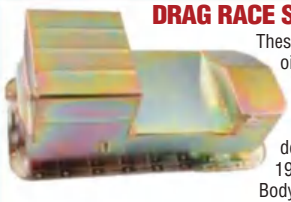
87-93 RH.. M-3078-4A $159.95
87-93 LH .. M-3079-4A $159.95



87-93 TAIL LIGHT LENSES

RH M-13450-9A LH M-13451-9A $61.95 each

DRAG RACE STYLE OIL PAN



These Drag racing style oil pans feature a 7 quart oil capacity and a 9 inch deep sump. They are designed to fit 1979-1993 Fox Body Mustangs with 302 / 5.0L engines, Black $99.95 or Zinc $104.95

GRILLE INSERT AND ORNAMENT



These grille inserts are made from Original Ford Tooling and are designed to give your Mustang that Cobra look. Top that off with a matching running horse ornament and your conversion is complete.

87-93	Insert.....	M-8200-8A	$32.95
87-93	Ornament	M-8213-1A	$16.95

REAR TAIL LIGHT GASKET KIT



This is a 1-piece design that does not require gasket sealing compound like the OEM. They are made from closed cell foam that resists weathering and does not absorb moisture. They are designed for a perfect fit on all factory style housings.

83-93 M-13A495-4CK $39.95

FORD LICENSED PRODUCT



OUTSIDE DOOR HANDLES



Our reproduction units are made of quality metal and are designed to replace the factory plastic units. They are available in both bright or black finish.

79-93 Each $5.50
Mounting Kit $1.95

QUARTER LOCK PILLAR SEALS



These convertible door jamb area seals have been a long awaited.

83-93
M-28182-1AP
$29.95 pair

ALUMINUM RADIATOR



2mm thick aircraft grade aluminum, fully TIG welded for strength and durability.

2 Row	3 Row	4 Row
$159.95	$229.95	$289.95

WINDSHIELD MOLDING SET



This molding set is made from Original Ford Tooling for a perfect fit and finish. Each set includes the upper and left/right side moldings with durable black powder coat finish. Illustrated step by step removal and installation instructions included.

79-93 W/ Black appearance
M-03148-1BK $124.95

VACUUM OUTLET DISTRIBUTION TREE

U.S.-MADE FROM ORIGINAL TOOLING



This unit is designed to replace your factory broke or brittle factory unit. They are made in the USA using the Original Ford Tooling. So if you are looking for the right OE style part this is the unit for you.

86-93 5.0L $21.95

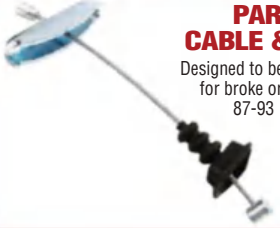
STREET BANDIT SILICONE HOSE KIT



Pre-molded in a black high gloss finish this hose kit not only looks show ready but performs as well.

86-93 5.0L w/ factory A/C..... M-8260-30SB $89.95

PARKING BRAKE CABLE & EQUALIZER



Designed to be a direct replacement for broke or missing factory unit.

87-93 M-2A603-1B $39.95

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65-73 MUSTANG
79-93 MUSTANG
55-57 THUNDERBIRD
48-79 F-SERIES TRUCK
80-96 F-SERIES TRUCK
66-96 BRONCO

"NPD IS PROUD TO SPONSOR 15X TRUE STREET CHAMPION CHRIS ESCOBAR

Scan here to view a video of Escobar's latest creation. Keep on eye on his True Street 2015 season. NPD provided the quality restoration items used in this remarkable car.



CONTE

JANUARY 2016 VOLUME 29, ISSUE 1

MUSCLE
MUSTANGS & FAST FORDS
YOUR 4.6 & 5.0 POWER SOURCE



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DEPARTMENTS

11 SHOP TALK
18 HORSE'S MOUTH
100 TECH CENTER
104 SNAPSHOTS
106 HORSEPOWER

NTS

ON THE COVER: We dig the S550s, and although they are still relatively new as a blank canvas, the creative builds are really beginning to take charge. This month's cover ride is Eddie Rios' twin-turbo-packing 2015 that makes an easy 800 rwhp. Editor Henry D got a chance to drive it around, and truth be told—aside from the skinnies—it drove like a factory stocker until you hit the loud pedal. Cover photo by Henry De Los Santos.



BLUE OVAL FEATURES

22 DOUBLE TROUBLE
Eddie Rios' fully loaded and street driven 9-second S550.

28 TOP MUSTANGS OF 2015
We pick our favorite feature cars.

42 MIDNIGHT SPECIAL
Big boost, big suspension—like two trains runnin'.

60 LIKE A BOSS
Late Model Restorations' Kona Blue 2011 Mustang is a perfect example of the ultimate mail order performance build.

TURNIN' WRENCHES

48 KEEP YOUR COOL
The race-bred cooling system that's perfect for a daily driver.

EVENT COVERAGE

80 THRILL-SEEKER'S PARADISE
The 12th annual McLeod NMRA Ford Super Nationals at Summit Motorsports Park in Norwalk, Ohio.



80


22


48


60

TOP 10
MUSTANGS OF 2015!


28

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5.0RESTO

1990-93 REPLACEMENT STEERING WHEEL

NEW!

Brand new wheel! Supple feel, quality stitching and factory style patterns.

$269.99



5.0RESTO

$399.99

1987-93 5-LUG CONVERSION KIT

The ORIGINAL! Upgrade the performance and looks of your Fox Body with the most comprehensive kit on the market!

1987-93 EXTERIOR RESTO STARTER KIT

Whether starting or finishing your project, this kit contains top items to clean up the exterior of your Fox Body!



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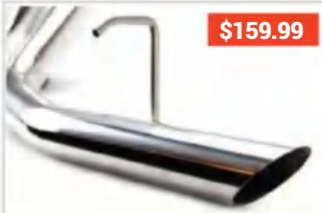
$209.99

1979-93 SMOOTH FENDER APRON PAIR

No holes! Great for a custom look or race cars!



$139.99



$159.99

2.5" STAINLESS LX TAILPIPES PAIR

Improved exhaust flow, and great for rusted or damaged stock pipes!

1987-93 50RESTO INTERIOR RESTO KIT

Quickly replace high wear components!



$39.99



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1987-93 LX TAILLIGHT ASSEMBLY PAIR



17"

PONY WHEEL & TIRE KIT

An exact replica of the factory Ford Pony wheel but in 17"! 17x8 silver wheels wrapped in Sumitomo HTRZII tires! Includes Ford Licensed center cap.

$1199.99 LOWER PRICE!

5.0RESTO

Quality Ford Core
Precision Honed
Limited Warranty
50oz Crank



5.0L 302 ECONOMY SHORT BLOCK

A great build for naturally aspirated light street/strip applications or for restoring OE style performance!

$1499.99

5.0RESTO

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1979-93 5.0L BBK CHROME SHORTY HEADERS

- Increased HP & TQ!
- Bright Chrome Finish
- Die Stamped Flanges
- Improved Flow

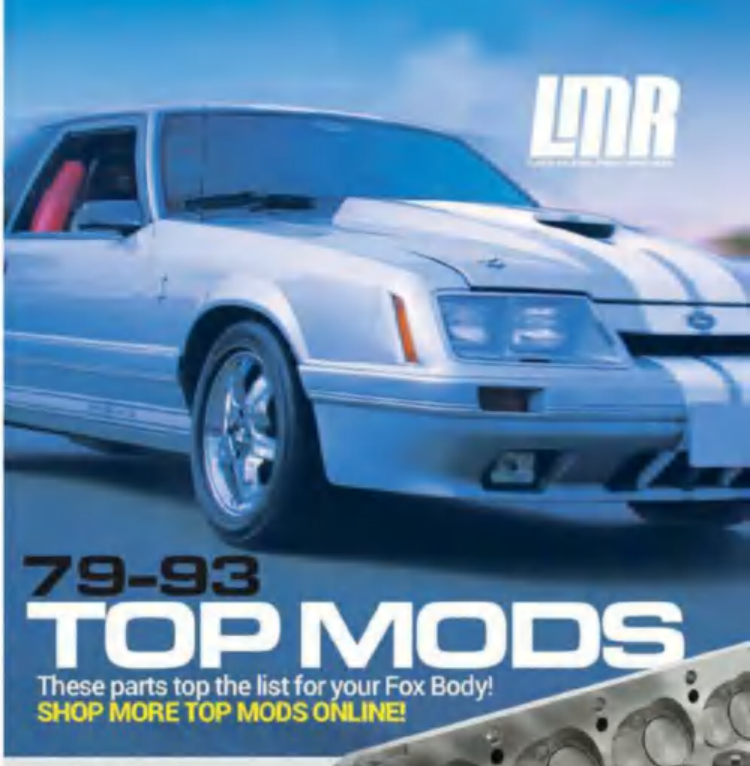
$199.99

1989-93 BBK 5.0L BLACKOUT COLD AIR KIT

Blackout series cold air kits draw cooler, denser air from the fenderwell for more HP & increased throttle response!



$189.99



79-93 TOP MODS

These parts top the list for your Fox Body!
SHOP MORE TOP MODS ONLINE!

SVE 5.0L/5.8L 170CC ALUMINUM CYLINDER HEADS

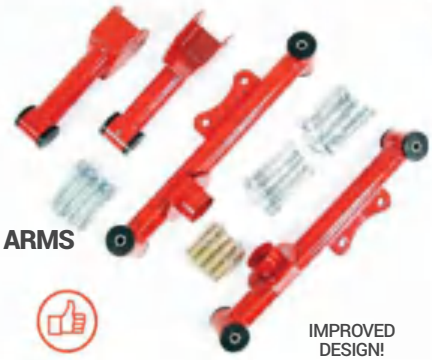
Lightweight aluminum heads are the perfect upgrade for your 5.0L!



$899.99

SVE 1979-04 TUBULAR REAR UPPER & LOWER CONTROL ARMS

Firmer launches + improved handling & grip!
Includes rubber bushings.



IMPROVED DESIGN!

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SVE 1979-93 5.0L ALUMINUM RADIATOR

Beat the heat with better cooling, lighter weight and an affordable price!

$199.99



SVE 1979-93 CASTER CAMBER PLATES

- Improved Handling & Cornering
- No Drilling Or Cutting
- Black Powdercoat Finish

$159.99

1989-93 5.0L ECONOMY COLD AIR KIT

Increase horsepower, torque and great looks under the hood for an affordable price! Black finish and high flow air filter.



$62.99

1982-95 5.0L STEEDA ADJUSTABLE CLUTCH CABLE KIT

- Adjustable Length
- Billet Aluminum Quadrant
- Billet Firewall Adjuster

$104.95





$594.99

CERVINIS 1987-93 2.5" FIBERGLASS COWL HOOD

- More Underhood Airflow
- 2.5" Rise
- White Gel Coat Finish
- Fully Finished Underside



SVE 1986-93 5.0L 70MM THROTTLE BODY + EGR SPACER

- Increased HP & TQ
- Quicker Throttle Response
- 70MM Opening
- Polished Finish

$169.99

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LEGENDARY. TRACK TESTED.

2000 SVE COBRA R WHEEL



SVE WHEELS

2000 SVE COBRA R STYLE WHEELS
Latest addition to the SVE lineup!
18X9.5 in a Silver Painted Finish!
$189.99ea



SVE

1996-04 4.6L GT THROTTLE BODY & PLENUM KIT
75MM opening brings in more air for more HP & TQ on your GT!
$219.99



1999-04 FACTORY TINTED HEADLIGHT KIT
Increase visibility & looks! Includes our no hassle 1-year warranty!
$129.99



1979-04 SVE S1 RACE SEAT PAIR
Our all new fully recline-able race seats look great with any interior! Quality synthetic leather with microsuede inserts! Adjustable seat tracks also included!
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SVE



1994-04 13" COBRA FRONT BRAKE KIT
Increased stopping power and high end brake attitude at a fraction of the cost! Includes 2-piston calipers slotted rotors, stainless lines, and brake pads!
$779.99

SVE



NEW!

WELD RACING

1994-2016 WELD RT-S S71 WHEELS
Bring draw dropping styling to the drag strip without sacrificing function! Forged billet aluminum with anodized black center & a polished lip!

STARTING AT **$295.00**

AVAILABLE IN
15x4 | 15x10
17x5 | 17x10

1999-04 COWL VENT GRILLE ASSEMBLY
Perfect for your faded or damaged cowl grille!
1pc design.



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1994-98 ODOMETER GEAR REPAIR KIT
Restores proper function of odometer & trip readings!



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1999-04 STIFFLERS ADJUSTABLE TRANSMISSION CROSSMEMBER
- Easy To Adjust
- Allows More Exhaust Clearance
- Lighter Weight Than OEM
- Polyurethane Bushings

$137.75





SPEC CLUTCH KITS
Fix a burnt, slipping, or grinding clutch Mustang with a quality clutch kit from Spec! USA made components ensure smooth operation and great street performance!

FROM **$246.05**

1996-04 4.6L OFFROAD X-PIPE
- Increased HP & TQ!
- Aggressive Sound
- 2.5" Aluminized Steel
- Direct Fit

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1996-04 MIL ELIMINATORS
$47.99





1979-04 PYPE BOMB CATBACK EXHAUST KIT
Get a deep new aggressive tone while adding extra horsepower!
$389.99

POLISHED 3.5" TIPS!

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2005-14 SVE LOWERING SPRINGS

SVE progressive rate springs lower your 'Stang & improve handling in any situation!

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SVE



1996+ SCT X4 TUNER + SVE CUSTOM TUNE

Power from any angle! Get the most out of your mods with professional, dyno proven calibrations from SVE & SCT!

- Increased HP & TQ
- Stores 10 Custom Tunes
- Huge Backlit LCD Display
- High Speed Data Logging
- Built In Wi-Fi

FROM $399.99

CUSTOM TUNE

SVE

SERIES 3 WHEELS

The latest offering in the SVE Wheels lineup! Lightweight, multi-spoke design available in gloss black, gun metal and chrome!

19" | 20" FROM $279.99ea

05-16 TOP MODS

New & Top Seliing for your S197 or S550!

SHOP MORE TOP MODS ONLINE!

2015+ GT 5.0L JLT COLD AIR INTAKE

Better flow, & more horsepower for your new 2015-16 Mustang GT! Easy installation!

AEM

$287.99



NEW!

ALSO AVAILABLE IN



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BLACK TIPS $699.99

GIBSON PERFORMANCE EXHAUST

2015+ GT GIBSON CATBACK EXHAUST

Give your S550 Mustang the wild howl of American V8 muscle that it deserves! Includes 4.5" tips!



2015-16 PYPE BOMB AXLE BACK

- Explosive Sound
- Reduced Weight
- Black or Polished Finish
- 4" Tips

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PYPES PERFORMANCE EXHAUST

2005-14 HOOD STRUT KIT

- Replaces Hood Prop Rod
- Easy Install
- Bolt On, No Drilling Required
- Black Finish

$79.99

SVE





2010-14 BOSS 302 REAR DIFFUSER

- Boss Styling For GT/V6
- OE Ford Part
- Black Textured Finish

Ford

$169.99

SVE



2015+ GT RESONATOR DELETE X-PIPE

- Cut & Clamp Design
- 2.5" Diameter Piping
- Increased HP & TQ
- Throaty New Sound!

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MORE STYLES & MORE FINISHES @ LATEMODELRESTORATION.COM



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2005-14 SVE DRIFT 19" WHEEL & TIRE KIT

Mounted & Balanced, Ready to Install
19x9.5 Flat Black Wheels + Nitto Tires!

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FORD PERFORMANCE RACING PARTS

2011-14 BOSS 302 INTAKE MANIFOLD
Increase HP&TQ for your coyote!
$499.99

TOP PICKS
These FRPP parts top the list for your Mustang!
SHOP MORE FORD RACING ONLINE!

1979-04 ALUMINUM DRIVESHAFT 28 SPLINE
A great upgrade for your Mustang! Improves acceleration, reduces unsprung weight, and creates a smoother ride!
$309.99

1986-04 24LB FUEL INJECTOR & ADAPTER KIT
Upgrade to these bigger injectors to give your engine the fuel it needs to run efficiently! Includes adapters! Sold as a set of 8 injectors and 8 adapters.
$219.99

$187.99
1985-95 5.0L/5.8L PERFORMANCE HYDRAULIC ROLLER LIFTERS
Direct replacement for OE, but allows 200-300RPM higher rev!

FITS 1979-95
5.0L/5.8L SPARK PLUG WIRE SETS
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Easy installation & looks great under the hood! Variety of colors available!

2011-14 5.0L/5.4L GT500 AXLE BACK
5-Star top seller! Get a deep, muscular tone out of your GT! Stainless steel construction, includes polished 4" tips and is a direct bolt on!
$499.99

POLISHED 4" TIPS!

2011-16 5.0L COYOTE BLUE COIL COVERS
Quick and easy eye catching mod to set your 5.0L apart from the rest! Features POWERED BY FORD engraved text and popular blue finish!
$78.87

2015+ 5.0L X-PIPE
NEW!
Increase power & sound in your 2015 Mustang with Ford Racing's cut & clamp X-pipe!
$229.99

NEW!
2015+ 2.3L ECOBOOST SPORT AXLEBACK
More HP & TQ from your ecoboost! Powerful new sound, stainless steel tubing & 4" chrome tips!
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2005-14 GT500 BREMBO BRAKE KIT
Size matters! The biggest factory brake setup available for a Mustang to your 2005-2014 GT or Boss 302! 6-piston Brembo calipers, 15" front rotors/13.8" rear rotors, direct bolt on Ford parts!
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3.73 REAR GEAR KIT
Eliminate the guesswork on your next 8.8" gear swap! This kit has everything you need. Improved acceleration and quicker take offs! Includes gear set, gear oil, friction modifier & master bearing kit!
More ratios available online!
$255.99

2011+ 5.0L 4V COYOTE CRATE ENGINE
Join the craze and make the swap to an awesome 2011+ 5.0L Coyote crate motor! Lightweight aluminum block, high revving & awesome baseline power! The next revolution in engine swaps!
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SHOP TALK



EDITORIAL HENRY DE LOS SANTOS

FEEDBACK? Email me at finish.line@enthusiastnetwork.com

MM&FF and Beyond

Mustang-360.com. It's happening now!

This is the magazine I read when I was growing up, the one that inspired me to modify my own cars for maximum performance.

It's hard to believe, but it's already going on a full year since I came onboard as the content director and editor of *Muscle Mustangs & Fast Fords.* And to be perfectly honest, it has been a complete blur—a good blur, but it has flown by insanely fast.

My title has been a bit complicated, so here's what it really means. As the content director, I oversee the entire Mustang360 group, which can be found at mustang-360.com. It's here I work with many of the staffers and freelancers you've come to read over the years. We're uploading content daily. We cover everything from the latest Blue Oval news to tech how-to's and complete car features. Yes, everything you've read in the magazines—just a lot faster. And when I say "magazines," it's because M360 houses many brands, including Muscle Mustangs & Fast Fords and Mustang Monthly, along with brands no longer in print, such as 5.0 Mustang & Super Fords and Modified Mustangs & Fords. Think of it as one global website that offers everything to Mustang enthusiasts, including the occasional Focus, Raptor, Lightning, GT, and some of the earlier Blue Oval variants.

As the editor of Muscle Mustangs & Fast Fords, I'm at the helm of the best Mustang magazine in the market. MM&FF has a solid history of producing heavy-hitting tech and covering some of the best heads-up sportsman drag racing in the country. And to be completely candid, it's an honor—I say that because this is the magazine I read when I was growing up, the one that inspired me to modify my own cars for maximum performance. The original 10-minute Tune-up has become legendary, and it worked. Back then I was living in San Diego and racing at the now defunct Carlsbad Raceway. I applied everything I read, managing to dip into the 13s with nothing more than minimal mods, banging the gears, and 8-inch slicks.

I remember sitting in between classes at UCSD, and rather than learning about what I should have been (how synapses are critical to neuronal function) I was reading about Editor Jim Campisano and the rest of the *MM&FF* staff flogging cars and putting the pushrod 5.0L V-8 to the test, watching the new True Street class emerge, and being enamored with the Pro 5.0, Outlaw, and Renegade classes. It was epic.

Today it is a different generation, but those good times are still here. The S550 Mustangs are incredible and already making a lot of noise. This past weekend, Watson Racing ran in the 8s, making it the second S550 to do so and the first to do it with the IRS setup. Factor in the number of 9-second S550s already duking it out on the dragstrip and there's no doubt the Mustang market is alive and well—and being a part of it is truly amazing. MM&FF has had its own identity since its inception, and as the current editor it's one I plan on continuing. The big difference: We have an even larger audience with the web. If you haven't already, be sure to hit us up on mustang-360.com and we'll continue to the ride, only faster. **HDLS**



HOT FORGED DISTRIBUTORS FOR HOT 5.0 MUSTANGS!!

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P/N 31736
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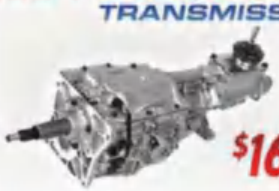
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CONTRIBUTORS **Dale Amy, Christopher Campbell, Stephanie Davies, Roland McGonegal, Paul Rosner, Evan J. Smith, Amie Williams**

ART DIRECTION & DESIGN
ART DIRECTOR **Marty McHugh**

MANUFACTURING & PRODUCTION OPERATIONS
VP, MANUFACTURING & AD OPERATIONS **Greg Parnell**
SENIOR DIRECTOR, AD OPERATIONS **Pauline Atwood**
ARCHIVIST **Thomas Voehringer**

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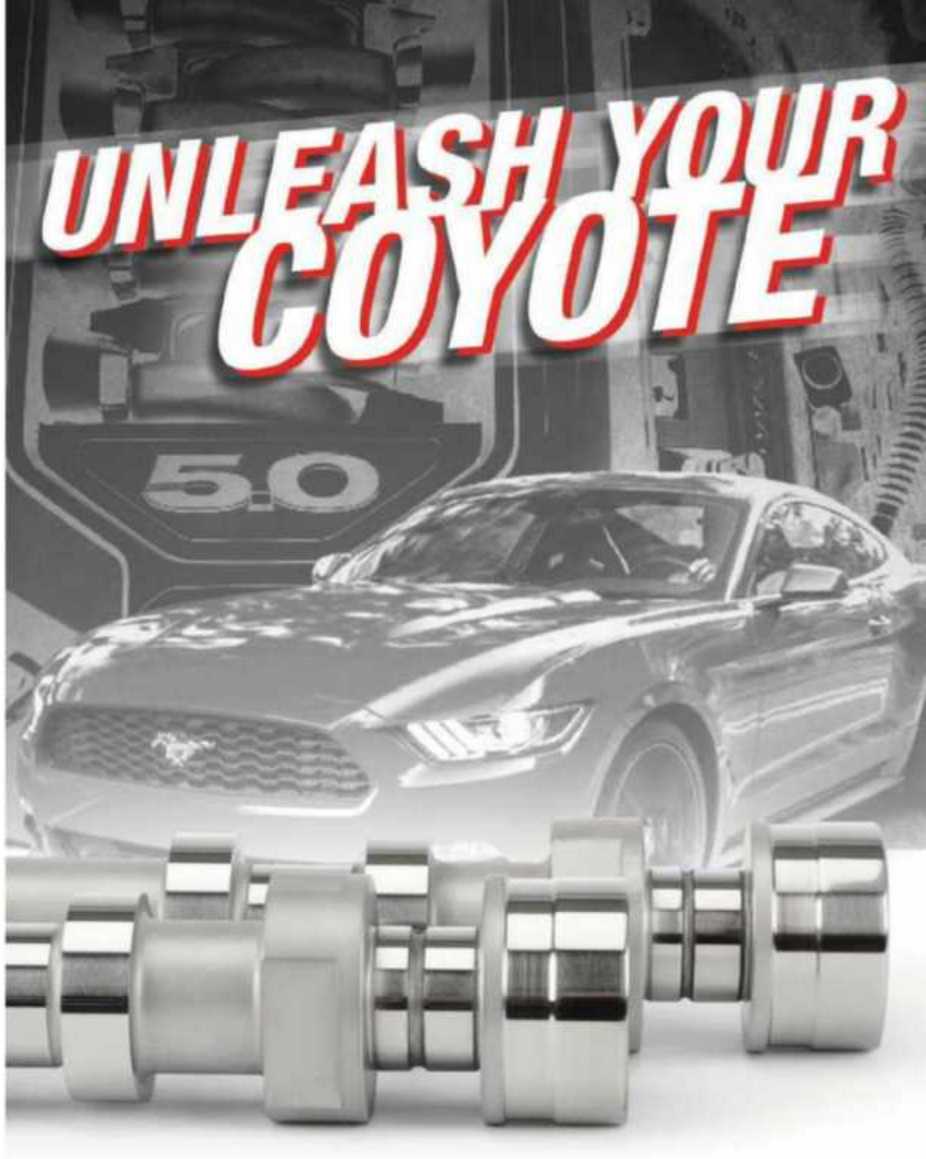
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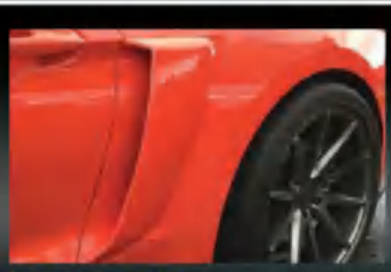
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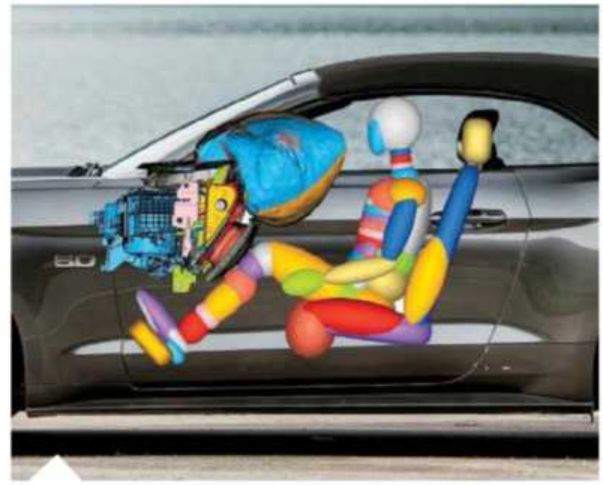
2015 Roush F-150 Makes a Big Splash

Roush Performance is well known for its aggressive and well-built Ford vehicles, so it's not surprising that Roush would give the new aluminum-bodied Ford F-150 the signature Roush treatment. But this time the company is going after the off-road enthusiast.

What you're looking at is the all-new 2015 Roush F-150, which takes the truck's performance to a whole new level both on and off the road. Roush Performance starts with a stock Ford F-150 and improves upon it with a host of body components, Roush graphics, a Roush side-exit exhaust system, and such interior components as Roush molded front and rear floor liners from WeatherTech to keep the carpets clean. Of course there's also a serialized Roush console badge to document the F-150's Roush bloodlines. Roush took the F-150's aggressive appearance to the next level with a host of menacing exterior touches as well as a deep rumbling Roush side-exit exhaust system that lets everyone know you aren't pounding around with a run-of-the-mill pickup truck.

This truck is not a one-trick pony though, as is evident by the choice of shocks on this factory off-road rig. Roush teamed up with Fox Racing Shox to equip the Roush F-150 with a 2.0 Performance Series suspension system that features 2-inch-diameter coilovers up front as well as 2-inch-diameter, smooth-body monotube shocks out back. A set of custom Fox shock-boots helps protect the exposed shock shaft from rocks, sand, or water while flying down the trails at speed.

The Roush F-150 sports a set of 20-inch satin-black Mickey Thompson Roush simulated beadlock wheels that are wrapped in 305/55R20 Mickey Thompson Baja ATZP3 rubber. Roush also includes locking lug nuts with a key bag.



Ford Offers World's First Glovebox Airbag

Just when you thought you had heard of every type of automotive safety feature up to this point, Ford lets the cat out of the bag about the first ever glovebox airbag. The cool thing about the airbag is that it doesn't limit legroom for the front passenger; it blends seamlessly into the interior design.

This revolutionary airbag design is the first to integrate within the glovebox door via a special plastic airbag that does away with the need for a separate knee airbag, which creates extra legroom. The airbag is made of a plastic bladder that is molded and sandwiched between the outer and inner glovebox door surfaces as opposed to the standard textile fabric airbag, which would generally take up a valuable amount of space.

To give you an idea of the size of the airbag, it's only 18.1 inches long by 11 inches wide and weighs 65 percent less than a conventional knee airbag while offering very comparable protection. In the event of a collision, a tiny gas generator inside the glovebox door inflates the bladder in just 20 milliseconds, pushing the door exterior outwards to provide more adequate leg protection during an crash.



2017 Raptor EcoBoost Hits the Trails

Ford Performance engineers have been busy on some undisclosed trails in Michigan putting the Ford F-150 Raptor prototype to the test on steep hills, ruts, bumps, and even water crossings. Their goal is to make sure the 2017 F-150 Raptor has what it takes to conquer the dirt when it is finally released to the public in late 2016. The all-new Raptor is said to be able to tackle off-road terrain better than the previous generation F-150 SVT Raptor.

The new system manages power distribution between the front and rear axles and combines the best attributes of clutch-driven, on-demand, all-wheel drive with durable, mechanical-locking four-wheel drive. The 2017 Raptor looks to be one heck of an off-road beast.

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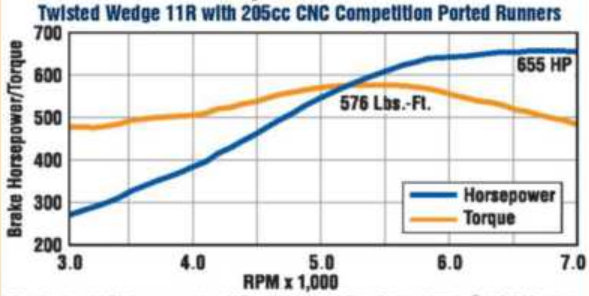


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Dyno Results
Twisted Wedge 11R with 205cc CNC Competition Ported Runners



Test Engine: 11.59:1 compression 427 c.i.d. with Trick Flow Twisted Wedge® 11R 205 cylinder heads (TFS-52615601-C03), Trick Flow Track Max® hydraulic roller camshaft (TFS-51403005), 1.72 ratio roller rocker arms, Edelbrock Super Victor intake manifold, Hooker headers with 1⅞" primaries, 3" dual exhaust with Flowmaster mufflers.

Airflow Results
Twisted Wedge 11R with 205cc CNC Competition Ported Runners

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	71	60
.200"	140	111
.300"	208	150
.400"	261	185
.500"	298	212
.600"	321	227

Tests conducted at 28" of water (pressure). Bore size: 4.030" 66cc CNC-profiled combustion chambers; exhaust with 1¾" pipe.

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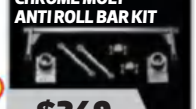
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BY STEPHANIE DAVIES • PHOTOS BY HENRY DE LOS SANTOS

EDDIE RIOS KNOWS FAST. AS THE OWNER OF ADDICTION MOTORSPORTS IN CANOGA PARK, CALIFORNIA, HE HAS BUILT A CAREER AROUND TRANSFORMING ORDINARY DOMESTIC CARS INTO TRACK TERRORS.

So in October of 2014, when Eddie purchased a new 2015 Ford Mustang 5.0L, it was only a matter of time until the Pony would be breaking necks on the dragstrip.

Perhaps the most incredible thing about this build is that the Mustang runs a stout 9.87-second quarter-mile at a whiplash-inducing 141 mph. So how does it do it? A look under the hood reveals the stock 2015 Ford Mustang 5.0L powerplant with a few goodies. All the stock internals are a testament to just how tough Ford parts really are built.

The engine is E85-tuned by Addiction Motorsports; with all the power this Mustang is putting down, the engine desperately needed more fuel, so a complete system by Fore Innovations was installed, which includes a Fore Triple




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Hat with 3x Walboro 465 fuel pumps, a Fore Innovations regulator, and 1000cc injectors. Custom headers flow through to Bassani 3-inch pipes and mufflers.

The aforementioned twin-turbo system was built in-house at Addiction Motorsports and is mounted under the car with an oil pump setup to drain them. The turbochargers are producing 13 pounds of maximum boost, and work with an air-to-air intercooler.

Eddie describes the turbochargers as "twin 62/66's with Precision Turbo wastegates, with Turbosmart blow-off valves."

Employed to handle shifting duties is a fully built automatic 2015 Ford Mustang transmission with a 3,400-stall speed and a Circle D 3B converter built by Chino Hills Transmission. Eddie contacted the Drive-





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shaft Shop to get his hands on an aluminum 1,000hp driveshaft, as well as 1,400hp axles.

"The transmission was built with Exedy Stage 2 clutches, a TCS billet intermediate shaft, and a modified valve body," says Eddie.

Eibach Sportline springs reside in the front and rear, and although stock control arms remain, Eddie has also installed BMR rear links and rear tie rods. Viking Crusader double-adjustable rear shocks were installed to aid in ride comfort and on-track performance, while Eddie chose dual adjustable sway bars to round out his list of suspension upgrades. Believe it or not, the rear is still stock with 3.15 gears.

The stunning 17-inch Weld Racing V-Series wheels out front are wrapped in 17x27 Phoenix Drag Tires. In the rear, 17x10 Weld S76B metal with OMF beadlocks are wrapped in 305/45-17 Mickey Thompson ET Street Radials.

Eddie told us that the Mustang still sports its factory brakes as well as its original hue of Deep Impact Blue. To dress it up, Eddie contacted Kingdom Kustoms of Canoga Park, California, who installed a Flat Black wrap on the top half of the Mustang, in addition to a silver pinstripe.

The Outlaw wing from Classic Design Concepts was added, with the Performance Package front lip. Contributing to the stealth front fascia of the turbocharged Mustang is a Lethal Performance grille delete.

When we spoke with Eddie, he hadn't even owned the car a year yet, and told us that the current combination is making an impressive 820 hp and 720 lb-ft of torque to the rear wheels. He says he definitely isn't done yet, and we bet he's already moving down the 1,320 quicker than 9.87.

"It'll go faster, but we just couldn't get it to hook. Once we get into the 9.50 or 9.40 range, we'll go with a built motor."



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TOP










LOOKING BACK AT OUR BEST MUSTANGS OF THE YEAR.

BY AGUSTIN JIMENEZ • PHOTOS FROM *MM&FF* ARCHIVE

EVERY YEAR SINCE 2006, WE AT *MUSCLE MUSTANGS & FAST FORDS* HAVE GATHERED IN THE OFFICE TO GO THROUGH EVERY ISSUE OF THE CALENDAR YEAR AND DETERMINE WHAT THE TOP 10 FEATURED MUSTANGS WERE.

It's not an easy job. Inevitably we end up arguing until someone, if not everyone, is red in the face.

When it comes to the iconic pony car, there's a more than one way to have fun in them. Whether you hit the strip, tear up the autocross, or simply cruise your Mustang down the highway to car shows, we all have our own ways of playing with our pride and joy. From the beloved four-eyed Fox to the all-new S550 Mustang, we all drool over every generation of the late-model Mustang.

Despite the vast differences in the build philosophy, each of these cars has one thing in common: the passion each owner poured into their car. That's something that many deep pocket luxury-car owners will probably never understand, but to us, it's second nature. As you can guess, emotions run high when we're dealing with the best of the best Mustangs. After quite a bit of deliberation, we narrowed down our field and were able to sort through all our jaw-dropping featured Mustangs until we ended up with the 10 most beautiful, most pristine, most powerful, and most gnarly Mustangs of the year. Each one of these cars has stood out and made a resounding impression on our staff. Some of them will no doubt inspire you to turn wrenches on your very own pony project, and hopefully this year's cream of the crop will move you to finish that lingering garage project build you've been itching to make progress on.

In no particular order, let your dreams run wild and enjoy the top 10 Mustangs of 2015!

TOP 10 STANGS OF 2015



KRYSTA ELYSE **2010 MUSTANG GT**

We can't keep our eyes off of Krista Elyse's gorgeous Grabber Blue Mustang GT. Krysta is no stranger to the Mustang world. She has even been competing in NMRA True Street alongside her father since 2011. As a radio personality for Heels on Wheels and In the Pits Media, Krysta knows her way around the sport. With the help of Justin's Performance Center (JPC) out of Millersville, Maryland, Krista converted the stock GT into a proud pony that is now raising awareness for autism, a cause near and dear to her heart. Project Blue is powered by a built 4.6L short-block by Mustang Performance Racing complete with a Paxton Novi 2000 supercharger with a Tial Q-series 50mm blow-off valve and a Paxton air-to-air aftercooler. A set of CNC-machined, ported RGR Stage 1 heads with Comp Cams Stage 2 Blower camshafts and Ferrara stainless steel valves helps this Mustang get down the track with 606 rwhp and about 550 lb-ft of torque. Krista's best pass in Blue was an 11.4-second quarter-mile run at 126 mph, but her plans involve pushing the Mustang deep into the 10-second territory.



JOHN FRANCIS **2005 MUSTANG GT**

Page Stevens was a Ford enthusiast for decades. Friend and current owner John Francis was the general manager of a local Ford dealer. The two bench-raced ideas and came up with the fantasy of swapping a Boss 429 engine into the S197. Larry Kalsch soon began assembling a wicked 525-cube Boss engine while C&C Motorsports worked magic on the full hemispherical chambered cylinder heads in Francis' Mustang. The 13:1 compression-ratio Boss Hemi put out 758 hp and 660 lb-ft of torque at the flywheel, and since Stevens has a penchant for road racing, it was only natural to back up the Boss with a Richmond five-speed with a 1:1 top gear. Needless to say, this Mustang is packing some serious heat with a vintage attitude.



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WILL MCLEARRAN
1986 SVO 2.0L ECOBOOST



The 1986 SVO Mustang was a new breed of Mustang. It featured four-wheel disc brakes and a 205hp turbocharged four-cylinder engine, and was backed by a stout T5 five-speed manual. Will and Kelly McLearran love the SVO Mustang, so when Kelly needed a new daily driver, the SVO was the natural choice. Kelly was diagnosed with breast cancer, and she decided to use her diagnosis to raise awareness. She formed Quarter Mile for a Cure. Having owned an SVO in the past, Will had lusted after another SVO. His quest came to an end thanks to fellow Southern Arizona Mustang Club member who purchased a donor car to pluck the engine out of. Since he had no use for the SVO, he donated the car to Will and Kelly. Naturally, they decided to put their own spin on the SVO by swapping in a 2.0L Focus ST EcoBoost crate engine. As you can see, this Gotta Have It Green SVO Mustang is truly green and everything in between.



FRANK YEE
2003 MUSTANG COBRA



What does it take to get your car into *Muscle Mustangs & Fast Fords?* A great build with serious accolades for starters, but there's nothing quite like a great story. For Frank Yee, one heck of a story chronicles how he ended up with the world's quickest Terminator Cobra. In May 2008, Yee was the first person to pilot a Terminator into the 9s with a stock blower. He ran 9.83 at 137 mph with a ported stock blower, ported heads, cams, a solid-rear axle, and a 4R70W—at full weight, no less. Fast-forward to the 2014 NMRA All Ford World Finals and Yee was back in the Cobra and made the fateful pass that lit up the board with an 8.1 at 175 mph.

Yee, no stranger to drag racing and with extensive automotive knowledge, opened VooDoo Racing Innovations in 2006. VooDoo has built some of the baddest street/strip cars in Nevada ever since. While Yee wouldn't give up all his tricks, it's safe to say that he spins his Terminator well over 8,000 rpm. The combination uses big boost, high compression, and big lobe cam specs, which leads to an aggressive top-end charge. Currently the car makes over 1,300 hp at the wheels thanks to a healthy motor combo built in-house. The motor was built to handle high rpm and big boost thanks to a Garrett GTX 94mm snail pushing the speeds on the big end.

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TOM RICE
1993 SALEEN S351

When it comes to great-handling Mustangs, there's nothing quite like a Saleen. What you see here is Tom Rice's ultrarare, one-of-six Fox-body Mustangs in Bright Calypso Green to wear the name Saleen. Rice, already the owner of two highly sought after SN95 Mustangs (a pair of Saleen S351 Mustangs), was used to attacking the winding roads in plush Recaro seats. Once he got behind the wheel of this '93, he was hooked. The Saleen featured a recently installed 392ci Ford Racing crate engine with AFR 185cc cylinder heads and a Comp Cams XE282 cam; this gave the old horse a lot more power under the hood. The factory Recaro seats in the Fox Saleen made Rice feel right at home behind the wheel, and the Tremec T56 swap allows him to quickly row through the gears. With a little elbow grease, Rice was able to take the car to a whole other level to give it its show-quality killer good looks as well as a host of suspension modifications to up the ante.





FREDRICK KYLE 2003 MUSTANG COBRA

This 1,000hp 2003 Mustang Cobra wasn't always a Bow Tie killer, but since the last engine build, it has executed every mark without mercy. A beefed up Teksid aluminum block was stuffed with 10:1 JE pistons and Manley rods and topped with a set of new ported heads with aggressive blower cams to work with the HP Performance Twin-Turbo kit. From the True Forged three-piece Chicane wheels wrapped in Toyo Proxes R888 rubber to the pair of TiAL 55mm blow-off valves hiding just inside the grille, this car is a predator ready to strike. One look under the hood and you'll know why Kyle dubbed his car "LS7HNTR." With the help of Racers Edge Tuning, he made this snake-bitten pony gallop a lot faster, but he's not even close to being done. His grandiose plan is to have the quickest IRS street-driven Cobra in the country.







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BRAD GUSLER **2015 ECOBOOST MUSTANG**

Who doesn't love an underdog story? We think Brad Gusler's 2015 EcoBoost Mustang deserves being on our list. How can you not admire the four-popping pony that runs the quarter-mile well into 11-second territory? While many enthusiasts wonder if a four-cylinder engine can really get the job done on the strip, Gusler's 2.3L EcoBoost Mustang is sweeping the world of NMRA racing and proving it every step of the way. After only three days of owning the EcoBoost, Gusler enlisted the help of Watson Racing to begin the car's transformation into an NMRA killer. The small engine is fed with 116-octane race fuel via an Aeromotive Cobra Jet fuel pump, while a 55mm Precision Turbo pushes the boost through a JPC air-to-water intercooler. The final combination was custom-tuned through an SCT Livewire TS Performance programmer. Despite a stock automatic transmission, this S550 Mustang is able to get off the line in quite a hurry. On the first shakedown run, the EcoBoost managed an 11.77 at 117.6 mph. They increased the boost by 2 pounds



and ran an 11.19 at 119 mph. Needless to say, the underdog EcoBoost Mustang is now on the prowl for the 10s.







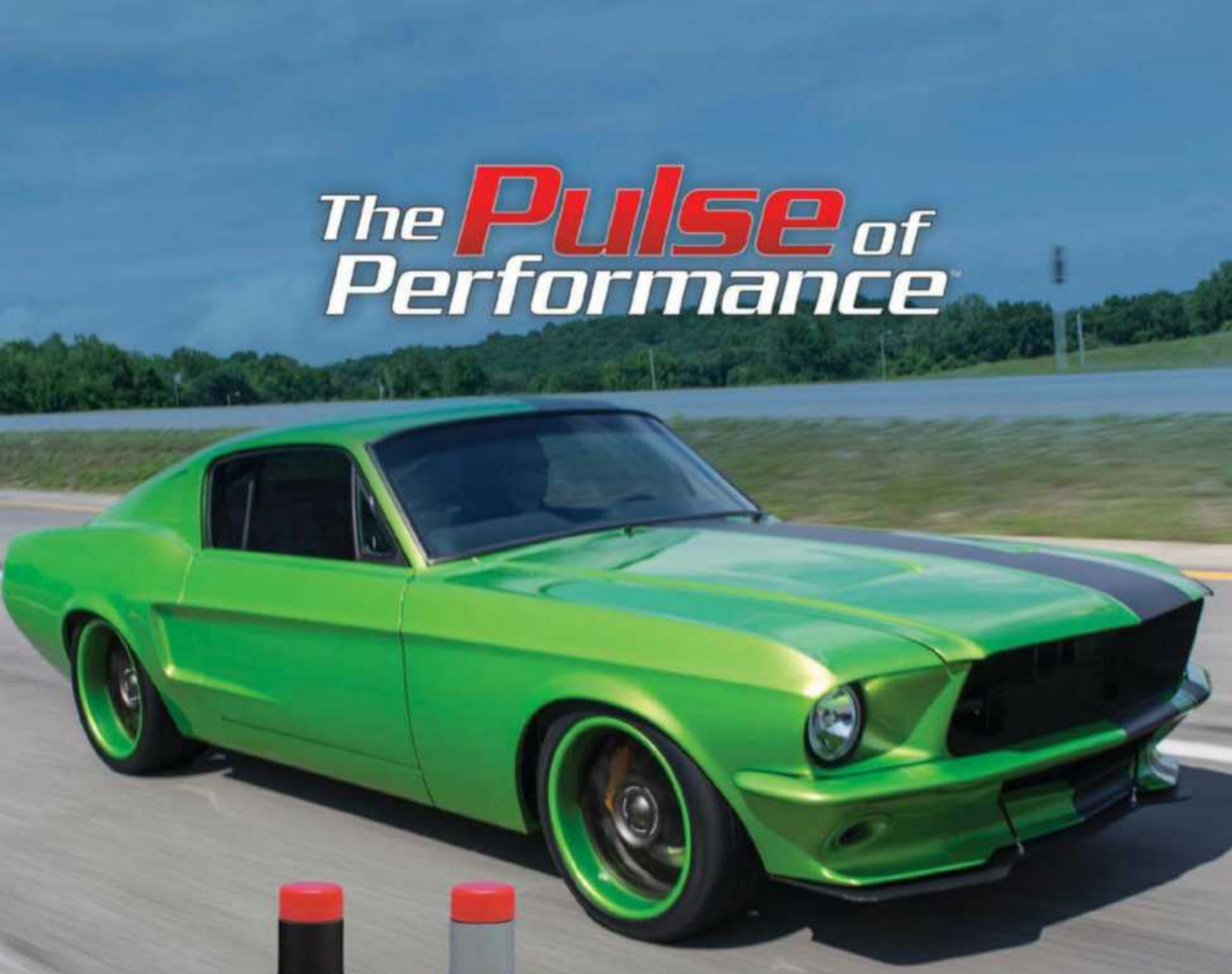
GARY SCHREFFLER **1993 MUSTANG COBRA & 1992 NOTCHBACKS**

It takes one hell of a car to convince a diehard Bow Tie guy that life is better on the Blue Oval side. For Gary Schreffler Sr., all it took was pitting his 1979 Stingray Corvette against his wife's 1993 Mustang LX coupe. He and his son turned her little stock coupe into an all-out drag car that eventually ran 9.80s with an R-block based 347ci and a Vortech YSi supercharger.

As it turns out, the apple doesn't fall far from the tree. Gary Jr.'s first Fox-body started off fairly mild and quickly morphed into wild. Junior's car began with a V-8 swap and soon ended up receiving a healthy 418ci stroker swap that made 750 hp with a 250-shot of nitrous from a Fogger system.

After selling his wife's LX, Gary Sr. yearned for another Fox and eventually picked up a sweet 1992 notchback that he quickly tore apart and built from the ground up. This father-son race duo is living the dream, wrenching and racing a trifecta of Summit White ponies that are clean enough to eat off.

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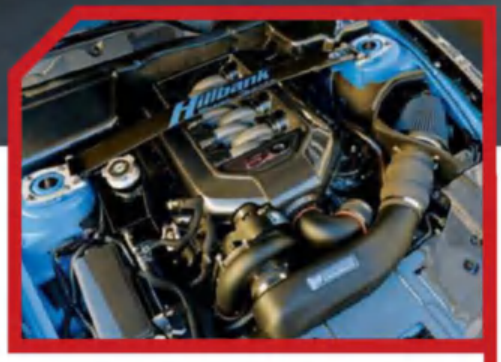
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ASHTON STANDER
2012 MUSTANG GT

Mustangs are notorious for being rolling examples of automotive modification. For Ashton Stander, it's just another day at the office. You see, his grandfather founded Hillbank Motor Corporation back in 1955. When the company expanded to motorsports, he began to take on project cars and modify them until he grew bored of them and sold them off. He ended up picking up this Grabber Blue 2012 Mustang and took it further than any other project before. The build plan called for a car that was comfortable on the street but could destroy on the track. A factory 5.0L Coyote topped with a Vortech V-3 supercharger pumps out a tire-shredding 650 hp and 498 lb-ft of torque. Stander and Hillbank



Motorsports set the chassis up to handle race track duties via a full White Line suspension. Four TSW wheels wrapped in massive Toyo rubber help the GT stick on the track. But this car is no one-trick pony. It has turned a 1:35 lap time at Willow Springs.



MATT SNOW 1993 SVT COBRA

There's nothing like a wicked engine in a Fox-body Mustang to make a red-blooded



gearhead's heart skip a beat. You might be familiar with Matt Snow of Snow Performance fame because you've either used one of his water/methanol injection kits or have been spanked by one in the past.

The car is nicknamed NASCobra for a very good reason: The engine bay was stuffed with a small-block 358ci Yates/Elliot NASCAR Winston Cup motor with Ernie Elliot–modified Yates C3 heads and a large solid roller cam with Jesel rockers. Built by Leonard Vahsholtz of Woodland Park, Colorado, this NASCAR truck series engine is an 8,000-rpm motor converted to fuel injection and fed by a F2 ProCharger with a max of 21 psi of boost. Power is routed through a Tremec TKO five-speed manual back to a Moser 9-inch rear stuffed with 3.73 gears. The combination is good for 1,000 hp and 864 lb-ft of torque to the rear tires on pump gas. This is one Cobra that feels right at home whether it hits the streets, a road race, a dyno shootout, or a dragstrip. It dominates all!

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SUPER COUPON

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SUPER COUPON

VEHICLE POSITIONING WHEEL DOLLY

SAVE $200

PITTSBURGH

LOT 61917 shown
67287/62234

NEW



• 1250 lb. Capacity

$69.99
comp at $269.99

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SUPER COUPON

CENTRALPNEUMATIC HIGH SPEED METAL SAW

LOT 62541/60568/91753 shown



SAVE 74%

$12.99
comp at $49.99

36559850

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SUPER COUPON

SAVE $170

CENTRALPNEUMATIC

40 LB. CAPACITY FLOOR BLAST CABINET

LOT 62144
68893 shown



$179.99
comp at $349.99

36549352

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SUPER COUPON

3/8" x 50 FT. HEAVY DUTY PREMIUM RUBBER AIR HOSE

CENTRAL PNEUMATIC

LOT 69580 shown
61939/62250



SAVE 36%

$18.99
comp at $29.98

36479067

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended service plan, gift card, open box item, 3 day parking lot sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trenchers, welders, Admiral, CoverPro, Daytona, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Stik-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 3/13/16.

36494504

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WOW SUPER COUPON

PITTSBURGH

RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

Customer Rating



SAVE $85

LOT 68049/62326
62670/61253
61282 shown

$84.99
comp at $169.99

• Weighs 73 lbs.

36498155

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WOW SUPER COUPON

6500 PEAK/5500 RUNNING WATTS 13 HP (420 CC) GAS GENERATORS

PREDATOR GENERATORS

LOT 68529/69672 shown
LOT 68526/69674 CALIFORNIA ONLY



SAVE $229

Customer Rating

SUPER QUIET

• 74 dB Noise Level

$459.99
~~$499.99~~
comp at $689

36471545

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WOW SUPER COUPON

26", 4 DRAWER TOOL CART

LOT 95659 shown
61634/61952



US★GENERAL

Customer Rating

SAVE $250

• 580 lb. Capacity

$99.99
comp at $349.99

36480149

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SUPER COUPON

CENTRALPNEUMATIC

20 OZ. GRAVITY FEED SPRAY GUN

LOT 47016 shown
67181/62300



Customer Rating

SAVE 80%

$9.99
comp at $49.98

36513149

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SUPER COUPON

PITTSBURGH

6 TON HEAVY DUTY STEEL JACK STANDS

LOT 69596
61197/62393
38847 shown



SAVE 50%

$39.99
comp at $79.99

36546356

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SUPER COUPON

SAVE 76%

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET

LOT 61637 shown
5889/62281



NEW

WARRIOR

$13.99
comp at $59.97

36494365

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SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

• 5 mil. thickness

HARDY

SIZE	LOT
MED	68496/61363
LG	68497/61360
X-LG	68498/61359



Item 68498 shown

SAVE 59%

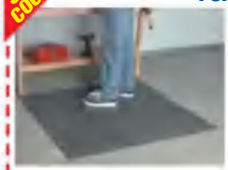
YOUR CHOICE $6
~~$7.99~~
comp at $14.97

36551740

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SUPER COUPON

4 PIECE ANTI-FATIGUE FOAM MAT SET



SAVE 61%

LOT 61607/62389
94635 shown

• Each pad measures 25" x 25"

$6.99
comp at $17.97

36528462

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SUPER COUPON

20 TON SHOP PRESS

ARKANSAS MACHINERY

SAVE $215

• Pair of Arbor Plates Included
LOT 32879
60603 shown



$154.99
comp at $369.99

36497931

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SUPER COUPON

PITTSBURGH

4" MAGNETIC PARTS HOLDER



SAVE 66%

Hardware sold separately.

LOT 62535
90566 shown

$1.99
comp at $5.99

36565249

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WOW SUPER COUPON

Customer Rating ★★★★½

1.5 HP, 6 GALLON, 150 PSI PROFESSIONAL OILLESS AIR COMPRESSOR

CENTRALPNEUMATIC



LOT 67696 shown
62894/68149/62380/62511

AWARD WINNING QUALITY

SAVE $49

$99.99

~~$127.99~~ comp at $149

36615056

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SUPER COUPON

FREE

WITH ANY PURCHASE

PITTSBURGH

1" x 25 FT. TAPE MEASURE

LOT 69080 shown
69030/69031



$6.99 VALUE

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36622162

SUPER COUPON

BADLAND

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL



LOT 61258 shown
61840/61297/68146

NEW

SAVE $200

$599.99 comp at $259.99

36574674

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SUPER COUPON

1000 LB. CAPACITY ENGINE STAND

PITTSBURGH



LOT 69886
69520 shown

SAVE 44%

$49.99 comp at $89.99

36599663

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SUPER COUPON

TORQUE WRENCHES

"Impressive Accuracy, Amazing Value" – Car Craft Magazine

PITTSBURGH PRO

DRIVE	LOT	COMP AT
1/4	2696/61277	$29.99
3/8	807/61276	$54.91
1/2	239/62431	$73.22



Item 239 shown

SAVE up to 83%

Customer Rating ★★★★

YOUR CHOICE

$11.99 • Accuracy within ±4%

36610633

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WOW SUPER COUPON

Customer Rating ★★★★½

ADJUSTABLE STEEL WELDING TABLE

LOT 61369



SAVE $90

NEW

$59.99 ~~$79.99~~ comp at $149.99

36620398

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WOW SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE

Customer Rating ★★★★

CHICAGO ELECTRIC



NEW

SAVE $264

$134.99

LOT 69684 shown
61776/61969/61970

comp at $399

36568891

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SUPER COUPON

PITTSBURGH

5 PIECE AUTO TRIM AND MOLDING TOOL SET

LOT 67021



SAVE 66%

$5.99 comp at $17.99

36585227

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SUPER COUPON

20 GALLON PARTS WASHER WITH PUMP



SAVE $55

LOT 60769/94702/7340 shown

$84.99 comp at $139.99

36594929

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SUPER COUPON

SAVE 61%

72" x 80" MOVER'S BLANKET

HaulMaster



LOT 66537 shown
69505/62418

$6.99 comp at $17.97

36600780

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SUPER COUPON

SAVE $1100

56", 11 DRAWER INDUSTRIAL QUALITY ROLLER CABINET

LOT 69395/67681 shown

- Weighs 441 lbs.
- 3458 lb. Capacity



GENERAL

$699.99 comp at $1799.99

36603554

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SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES

SAVE $228

PREDATOR ENGINES

LOT 60363/69730/68120

LOT 68121/69727 shown
CALIFORNIA ONLY



$99.99 comp at $328

36607458

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SUPER COUPON

SAVE 57%

12 VOLT, 10/2/50 AMP BATTERY CHARGER/ ENGINE STARTER

CENTECH



LOT 60653 shown
66783/60581/62334

$29.99 comp at $69.99

36570635

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SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY



SAVE $79

LOT 60728/62858/63054
62857/69034 shown

$119.99 comp at $199

36580937

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SUPER COUPON

1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

drillmaster



SAVE 70%

LOT 62340/62546
96289 shown

$8.99 comp at $29.97

36589845

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SUPER COUPON

ADJUSTABLE SHADE AUTO-DARKENING WELDING HELMET

CHICAGO ELECTRIC WELDING



LOT 61611
46092 shown

SAVE 50%

$39.99 comp at $79.99

36643935

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MIDN SPECIAL





BIG BOOST, BIG SUSPENSION— LIKE TWO TRAINS RUNNIN'.

TEXT BY RO MCGONEGAL • PHOTOS BY JAKEB MILLER

ROLAND

Ball, fast-food restaurant entrepreneur from Plano, Texas, puts the boots to this dusky jewel. A man with a voracious schedule but with a great appreciation for surprising his fellows at a stoplight (and beyond), he charged Michael Grubbs at Grubbs Motorsports (located a few miles south in Garland), with the project and its outcome.

While the object of affection in this scene is clearly the exploitation of the Coyote engine, the outward appearance that this 2014 5.0 brings makes you very curious as to what's going on under that distinctive

IGHT



slab of a hood. In any case, the tab was steep: $37,000 for the car and a lot more in modifications. So we are always overjoyed to read a statement such as this from owner Ball: “This is a 713 horsepower car that idles and drives like it’s stock. The exhaust is quiet until you











lean on the throttle."

Then he gave us insight of the Grubbs philosophy as well. "This car has *the look*," says Ball. "That's what Grubbs Motorsports does. They improve where needed and leave the things that fit alone." Ball, 72, has had rides reminiscent: a 1937 Ford pickup, a 1968 Shelby GT 500KR, and lately a 2015 Stingray.

To set this dark horse apart from the myriad of others already plowing the field, Grubbs instituted subtle changes that required minimal disruption to the sheetmetal. Part of that palette includes a custom backlight, shaved quarter-glass, handmade side scoops, and Black Mamba rear medallion and sill plates. Grubbs bonded the rocker panels. Cervini's Auto Designs (Vineland, New Jersey) provided that mondo Type 4 Ram Air bonnet along with billet upper and lower grille sections; Grubbs modified the Cervini's front and back bumpers and fabbed the front spoiler.

Rather than mess with anything on the outside, Grubbs worked the original Darkness Black, adding no fewer than five coats of PPG 2021 clear DBC base. In the final cosmetic concession, they processed the interior minimally with custom-stitched door panels and did the Hydrografix dunk (water transfer printing) on the console so as to match the patina on the dashboard. Now, Ball was sure of one thing. His Mustang had a unique form, one that "you will not see yourself in anywhere you go."

At the heart of it, though, it was always the mechanicals. Ball wanted world-class dynamics from a car that, in factory form, didn't need to prove anything to anyone. Grubbs went to work on it, supplanting the binders with Wilwood parts. He used 14-inch rotors all around and clamped them with six- and four-piston calipers. Though he could have gotten away with smaller rolling stock, he went for 20x8.5 and 20x10 Billet Specialties Top Loader hoops (a bit of flash in a river of black) and wrapped them with 245/40 and 315/35 treads.

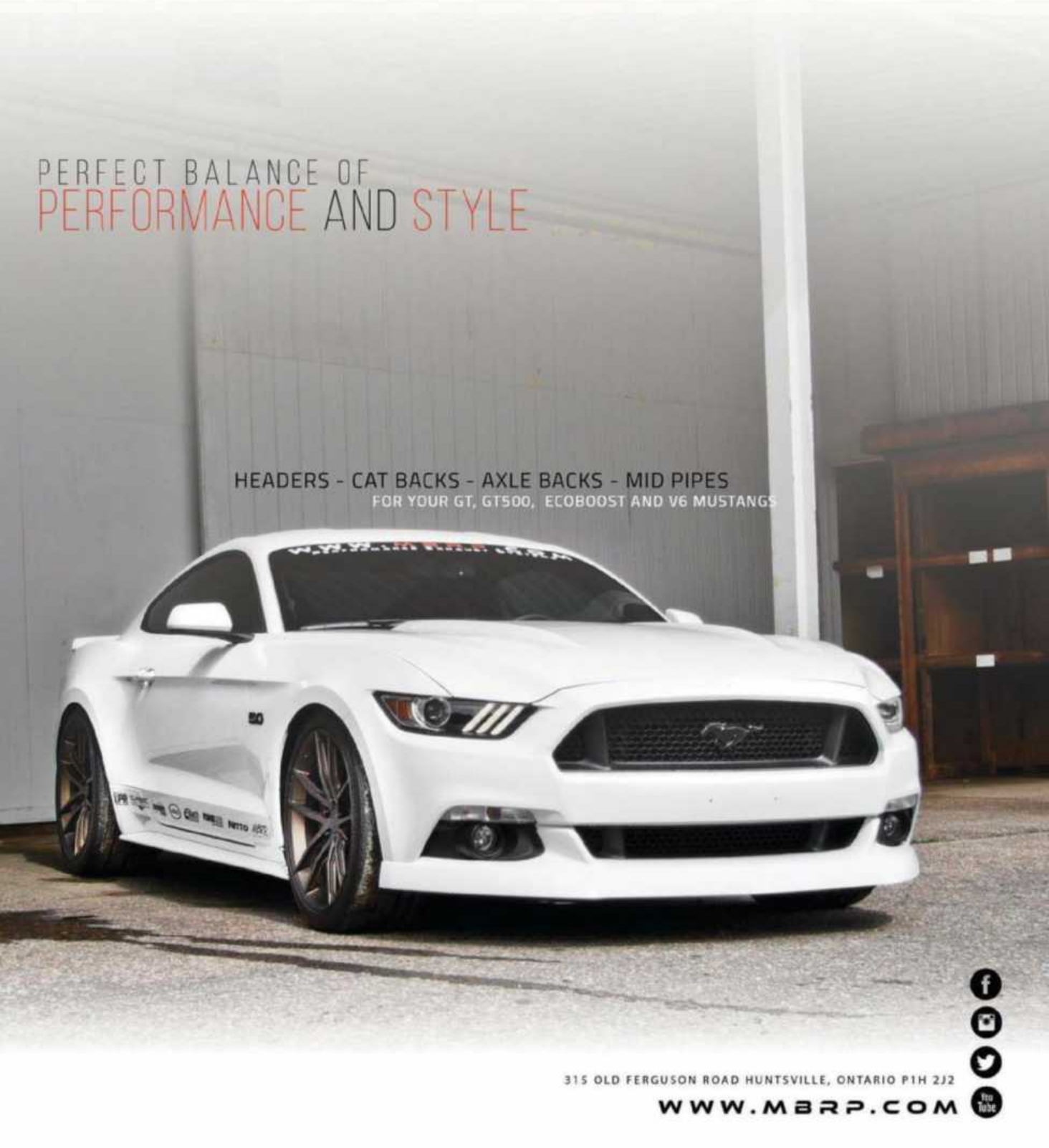
The Mustang's suspension schedule would push those skins to the limit. Though Grubbs left the original upper and lower control arms intact, they fortified the system with an Eibach Multi-Pro R2 package, including double-adjustable coilovers abetted by a remote fluid reservoir feature and accompanying antisway bar. In the back, they fixed it with UPR tubular upper and lower control arms, Eibach Pro coilovers, and the matched antisway bar. Grubbs went further and tightened the "chassis" front to rear with UPR frame connectors.

The 5.0 4V Ti-VCT V-8 was originally conceived as a boost engine,

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"If you tilt your head in the right direction you might think it was the Midnight Special high-ballin' down the line."







and its architecture reflects that. Ultimately it didn't get EcoBoost or anything like it, but the rotating assembly (forged steel crank and connecting rods), highly structured aluminum cylinder block, 8-quart oil capacity, and stainless steel tubular exhaust manifolds offer an amiable platform for a heavy laying on of hands. With a little tongue-in-cheek attitude, the engine would be a stellar operator without any internal changes, despite its 11.0:1 hypereutectic pistons. Grubbs surveyed the aftermarket supercharger systems available and settled on a Roush Stage 2 assembly based on the Eaton device. It gave Ball's Mustang a bump of nearly 300 hp, from to a basic bolt-on. To squelch the heat-sink effect and sustain a positive manifold pressure of 14 psi, Grubbs included the air-to-liquid intercooler as well as the Roush leading air intake.

They chucked the factory headers for some proper stainless steel long-tube jobs built by American Racing in Deer Park, New York, that feature 1 7/8-inch primaries and 3-inch-diameter collectors. The 3-inch stainless exhaust tract merges with an X-pipe and American Racing mufflers. Engine output and its staged release became the dominion of celebrated tuner Mike Wilson out of Dallas, Texas. Wilson retained the OE Mass Air Meter but snapped in 47-lb/hr injectors. The fuel pump regulator and fuel pressure are still factory-calibrated. With that, he extracted 713 hp and 690 lb-ft from 302 ci.

All this pop is backed by a completely stock six-speed automatic and torque converter, but the driveshaft is a one-piece, 3 1/4-inch carbon fiber unit from the Driveshaft Shop in Salisbury, North Carolina. To accommodate the vibrant grunt, Grubbs fixed the 8.8-inch axle with a Moser Wave-Trac differential, 3.73:1 gears, and a girdle. Grubbs went further, fabbing some 9-inch ends to accept the 31-spline 9-inch axles, bearings, and retainers. With driver and fuel, Ball's sled easily tops 4,000 pounds, but Grubbs had no problem estimating mid-10-second track times in a car that routinely gathers up 20 mpg on the open road.

So does Roland Ball tool this horse during the daylight hours, or does he crank it from one Taco Bell to another every evening? If you tilt your head in the right direction you might think it was the Midnight Special high-ballin' down the line, but you'd be wrong. It was likely Roland . . . and two trains runnin'.

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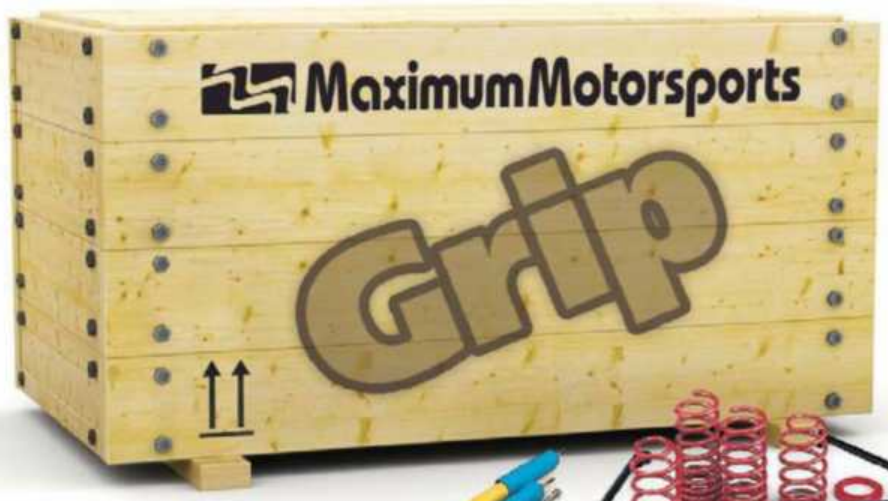
BY CHRISTOPHER CAMPBELL PHOTOS BY THE AUTHOR



A few years back we attended a tire launch at Miller Motorsports Park in Tooele, Utah. At the time, the Mustang fleet was composed of what were essentially mildly modified S197 GT street cars for the Mustang Challenge School, and of course a fleet of FR500S race

Here's our increased cooling package. Based on Ford Performance's racing program, the all-aluminum radiator is original equipment on FR500S and Boss 302S race cars, but it's still a direct bolt-in upgrade for all 2005-2014 V-8 Mustangs, both auto and manual trans. We decided to go one step further and pick up an FRPP fan. It's also a race-capable bolt-in for all V-8 S197 Mustangs, and is actually original equipment on 2013-2014 GT500s. We found that Summit Racing Equipment had the best price, and free shipping, on both.

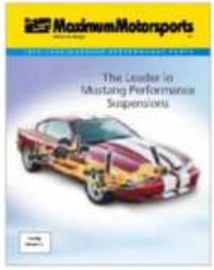
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cars. The thing that struck us most about both cars was how similar the engines were to factory stuff. Our instructor told us that despite the overly aggressive and newbie drivers that abused the Mustangs on a daily basis, the cars very rarely had any mechanical failures. The one thing that had to be done though, he said, was upgrade the cooling system.

Now, obviously it gets hot in the summer in Utah, and racetrack surfaces and sustained high rpm exacerbate the situation, but it's pretty much a flat-out fact that the stock radiator in all V-8 S197 Mustangs is inadequate for track use no matter where you live. The all-aluminum 3V 4.6L does a decent job rejecting heat, but after 15-20 minutes of hard throttle the cooling system is at or beyond its limit. Both the Challenge cars and the FR500S (and the FR500C, we've heard) used the same radiator: the all-aluminum one developed by Ford Racing Performance Parts specifically for the FR500 program. It was so good that a few years later it was carried straight over into the Boss 302S race cars.

That limit we're referring to is just considering mostly stock 323-440hp 4.6L and 5.0L engines. If you're packing forced induction and a much bigger power number, you're already over capacity without a cooling system upgrade. Fortunately, Ford Performance made these race ready parts readily available and they will drop right into any V-8 Mustang from 2005-2014 with zero modification.

The 2005 GT for our swap is a daily driven car that needs to be able to sit in Southern California traffic with the A/C on and stay safe and cool on the occasional autocross or track day. Luckily the Ford Performance radiator is up to both tasks.



The first step is to drain the cooling system. You can drop the lower plastic cladding, but it's not required since there is a drain hole. Just be aware you may have to wipe out some coolant if you choose to leave it. We left ours only because the chin spoiler would also need to be pulled.



To get to the radiator, the plastic shroud needs to be removed. Six plastic screws hold on the radiator cover; we used a small flat-head screwdriver to lift up and pull them out.



Before we could pull the coolant reservoir, the overflow hose needed to be removed. The clamps come loose easily with a set of pliers.

Strange

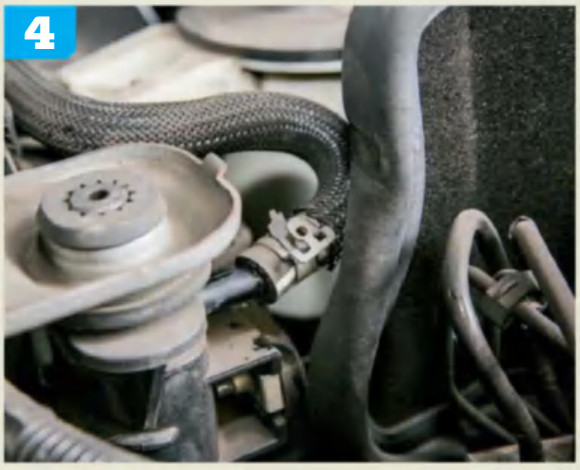


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It connects to the top of the radiator on the driver's side. We'll be reusing it, so be cautious when wiggling it loose.



Two bolts hold the reservoir to the radiator. Once these are removed, it's loose.



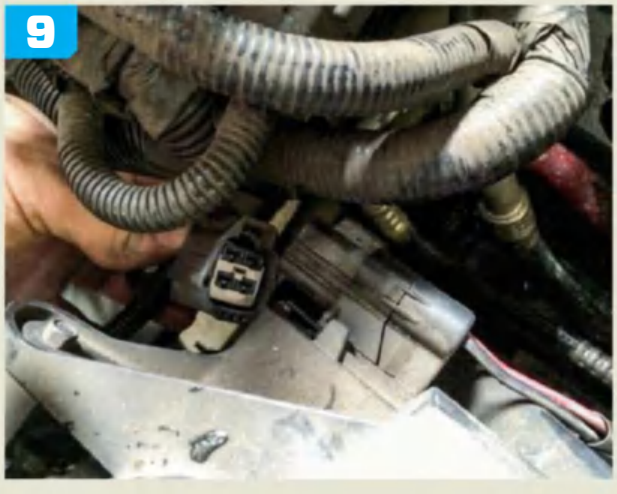
Loose, but not yet free. The hose on the bottom is the return into the system and uses a larger version of the same squeeze clamp.



Over on the driver's side, the power steering reservoir need to be removed. Fortunately none of the hoses need to be pulled; just tuck the reservoir back behind the coolant manifold seen to the right.



The upper and lower hoses also use the same style clamp. The upper is easy, but the lower can be a bit tricky to get to, especially if you chose to leave the lower plastic in place.



The connection to the electric fan is on the top passenger side of the radiator. It's a bit hard to disconnect just because of the various other wire looms running through, but will easily unclip.

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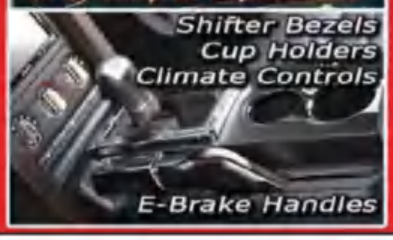


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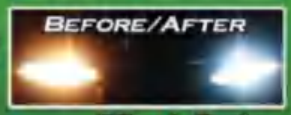






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10



These top plates with their rubber grommets that isolate the posts on the radiator are the main retainers for the radiator. Two bolts hold each to the core support.

11



This is probably the most difficult part. Four bolts hold the radiator to the A/C evaporator, but they aren't easy to get to. The top two are accessible by pushing the radiator toward the engine. Don't push too far, otherwise the evaporator connections could be strained.

12



The two bottom bolts also retain the power steering cooling loop. These are actually easier to take off despite having to be accessed through the lower grille opening. With everything disconnected, the radiator and fan assembly will wiggle out together as one unit.

13



Side-by-side the two fans look very similar, which is why it is a direct bolt-in for all 2005-2014 V-8 Mustangs. The seven-blade FRPP fan on the right pushes 3,286 cfm of air.

14



Besides solid aluminum construction versus the plastic tanks used on the factory radiator, the Ford Performance radiator is dramatically thicker for increased coolant volume and greater overall cooling capacity.





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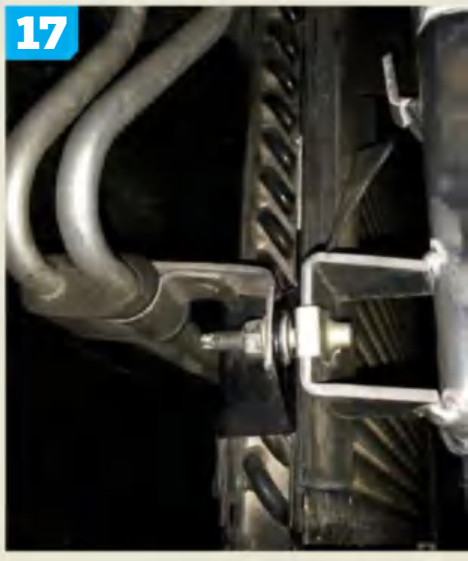
The J-clips that mount the evaporator to the radiator need to be transferred over. These will slide off easily when you lift the locking tab with a small flat head screwdriver.

16



There's no secret to getting the new radiator and fan into the car except patience and wiggling. Ford Performance made sure to use all of the available real estate for the radiator, so it is a tight squeeze. Basically you simply have to find the right combination of movements and it will drop right in.

17



For us, the hardest part was getting the bottom bolt holes and the power steering cooling loop to all line up with the new radiator. This is another case of just being patient and working to make all the stars align.

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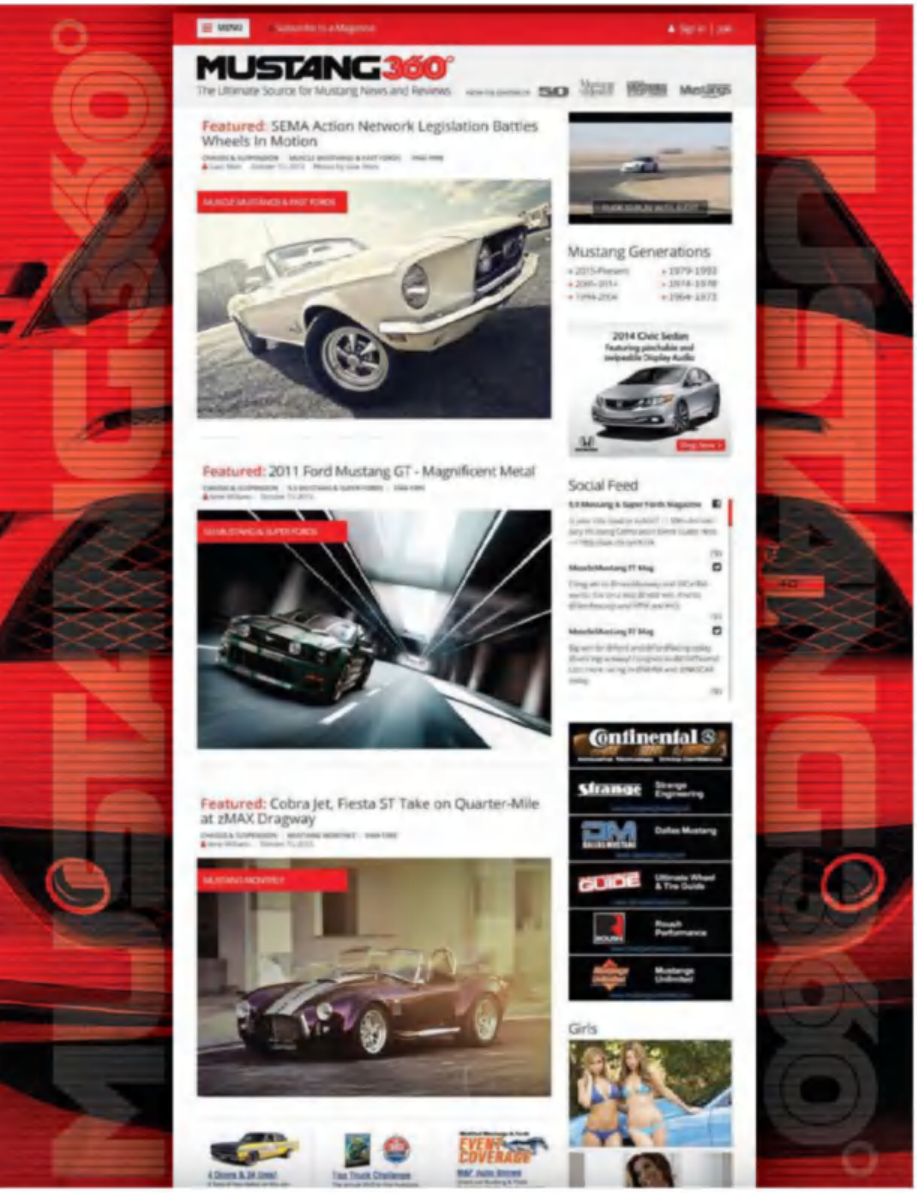
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18



This is the only issue we ran into with the new assembly. The fins on the back of the cooling fan wouldn't allow the power steering reservoir to bolt back into place. We assume this is because of the different placement in the race cars and the 2013-2014 GT500.

20



19



Luckily it was an easy fix. We used a small, flat machine file to shave down the fin and increase the size of the reservoir's mounting hole slightly.



Sources

Ford Performance Racing Parts
fordperformanceracingparts.com

Summit Racing Equipment
summitracing.com

With the power steering reservoir mounted, everything went easily back into place. When refilling the system, make sure you replace the coolant with nothing other than Ford's own Motorcraft Premium Gold coolant, or Zerex G-05. Those are the only two approved for these cars, especially if the system has not been completely flushed clean.

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entire '79 and later Mustang community by making it easy to order everything you could ever want, quickly, easily, and reliably through LMR's online services. As a rolling testament to LMR's mail order offerings, the company put together this stellar S197 Boss clone!

When we began accessing the facts behind the 5.0L Ford Performance Parts Aluminator crate engine that Late Model Restoration had infused in its shop car, a Kona Blue 2011 GT dubbed Boss XS, we fell over a video hosted by LMR's Jonathan McDonald (aka JMac), who did the narration as well as the high-speed exhibition. We sat in rapt attention, like a cat watching a mouse, as he wound the crap out it (an eight-grand howl) several times on one of those string-straight, lightly travelled Texas byways that guys in Jersey would give their left nut for.

LMR runs out of Hewitt, Texas (a couple of clicks south of Waco). The 27,000-mile shop car, the car in the video, is the one you see here. The Mustang was already equipped with the Track Pack option: heavier springs and antiroll bars, a 1-inch-lowered ride height, 19-inch wheels with Pirelli PZero Corsa R-compound skins, strut tower brace, and 3.73:1 gears. A good jumping off place, to be sure, but Late Model would change all that with calibrations of its own.

The Aluminator crate is a special piece, built with race-motor thinking. As it comes out of the oven at Ford Performance (FP) it produces 500 flywheel horsepower. On the rollers at LMR, as JMac related, that translated to 457 hp and 388 lb-ft or torque. The motor is rife with good stuff from top to bottom. A production GT block is capped with CNC-ported Boss 302 cylinder heads, cam timing is more aggressive (0.511 inch lift on both valves; 263/290 degrees duration), and the injectors are rated at 47 lb/hr. The crankshaft is forged steel, the Mahle hard-anodized pistons sport Graphal low-friction coating and 11.0:1 static compression ratio and swing on Manley forged H-beams cinched with ARP bolts. A magnificent 12-quart (rear-sump) oil pan and windage tray seal the bottom of the block.

Since all the good stuff was already in the Aluminator, the mechanical changes by LMR were minimal: Stainless Works 1 7/8-inch headers, a catalytic-equipped X-pipe, and Bassani cat-back mufflers with a





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crossover pipe set in a 3-inch system. LMR included an FP Cobra Jet intake manifold, a JLT cold-air intake system, and FP 65mm Cobra Jet twin throttle-body that passes 1,517 cfm. Both these realms were patently obvious as JMac blew the eyes out of those silly longhorns nuzzling the fence.

OK, so you've got a store full of Mustang parts exclusive of the Ford Performance aegis. You need a place to showcase all these pieces and enjoy the performance improvement, so it might as well be your shop-car demo. You want to elevate the status of the drivetrain, suspension, brakes, wheels, and interior, show the troops what you got in one tidy, credible package.

The first thing LMR did was put up a Maximum Motorsports (San Luis Obispo, California) prefabbed six-point cage. The area surrounding was stripped clean and supplanted by a FP rear-seat bottom and backrest delete and X-brace kit. Aside from the cleanliness of the installation, the X-brace adds a measure of rigidity to the chassis. Going forward, LMR set the driver's pod up with FP Recaro bucket seats and a Boss 302 Alcantara steering wheel, shifter boot, and e-brake boot as well.

In the matter of transferring torque, the OE MT-82 six-speed (3.66:1 low gear) assimilates it via a Spec Stage 2 billet flywheel, pressure plate, and clutch. Gears get flicked up and down by a Barton short-throw shifter.

While the OE parts are clearly competent, LMR dearly wanted to improve the prowess of the suspension. Though they retained the original upper and lower control arms, they fit some neat stuff between them: FP nonadjustable struts, stance-setting K springs (1 1/2-inch drop), and a 35mm (1.37-inch) antisway bar. Aft, the Mustang hunkers on factory upper control arms and SVE billet lowers, FP struts and another pair of K springs (1 1/2-inch drop), and the companion FP 22mm (0.86-inch) antisway bar. As such, the stance of this hellion is perfectly weighted.

The rollers are SVE Series 3 wheels wrapped with Invo rubber. At the plowing edge, we have 20x8.5 rims and 255/35 tires; at the opposite end, LMR put up 20x10 hoops and fitted them with 295/35 Invos. They went outré on the brakes, applying the FP 2013 GT500 upgrade kit. Since most of the braking force is applied to the front wheels, the Brembos maintain a whopping 15-inch diameter and are monitored by six-piston calipers; on the other hand, the rear discs measure 13.8 inches and are pegged by single-pot calipers.

And when you are out dancing, you want them to see you coming, get their hearts thumping and adrenalin pumping. Gnarly visuals will do that. Compounding the Boss XS's wider, lower stance, LMR added a California Special front valance and splitter, a Boss 302 grille section and spoiler, and Roush side splitters. They won't see that Boss 302 Laguna Seca–style wing on the deck (according to Ford worth nearly 90 pounds of downforce at 140 mph) until it's way too late.



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2015 SUPER SNAKE TRACK TEST

PRESSING "GO" ON THE 750HP SHELBY MUSTANG.





BY EVAN J. SMITH •
PHOTOS BY THE AUTHOR
AND JUSTIN FIVELLA

IN A WORLD OF EXTREME AND EXCESS, THE 2015 SHELBY SUPER SNAKE SERVES UP A RECIPE PERFORMANCE ENTHUSIASTS CAN DEVOUR AND CARROLL SHELBY UNDERSTOOD THE IMPORTANCE OF BEING EXTREME.

The latest Super Snake thrills with explosive power and race-inspired styling. It is emissions legal and makes no excuses. And with its wickedly insane 750hp engine, familiar center stripe, and 20-inch wheels, the 2015 Super Snake carries on the Shelby tradition in the truest of form.

Shelby American and Ford have been intertwined since Carroll Shelby was tapped in the









1960s to help Ford win at Le Mans. The Shelby mystique grew with the 1965 GT350 and the big-block GT500 Mustangs he produced from 1967 to 1970.

Despite a long lull, a new Shelby Mustang arrived in 2007, when Ford revived the "Shelby GT500" nameplate, which emblazoned the 500hp supercharged S197 Mustang. Seizing the moment, Shelby American of Las Vegas, offered customers a upgraded, post-title GT500 package that transformed a base GT500 into powerhouse with either 605 or 725 hp. Called Super Snakes, these serialized brutes were modified to deliver exhilarating acceleration, improved handling, and a menacing look.

Though Super Snakes are indeed post-title packages (meaning customers first purchase the vehicle from Ford, and then it gets converted), these late-model Shelbys are accepted by enthusiasts worldwide as having that special Shelby touch.

But with Ford no longer producing the GT500, would that kill the Super Snake program? We contacted Shelby American to get the answer. "The 2015 Shelby GT350, with its flat-plane crank 5.2L and high compression, is not set up for supercharging, and this prevents Shelby American from giving it that 750 or 850 horsepower touch," said Gary Patterson, VP of International and Strategic Sales at Shelby, who jokingly calls himself the Director of Fun. "But once we realized the power and performance we could get from using the 5.0L Coyote, there was no question whether or not we'd continue to produce the Super Snake.

"The 2015 Super Snake is the best all-around Shelby Mustang you can buy," said Patterson. "When we came up with the 2007 model, we

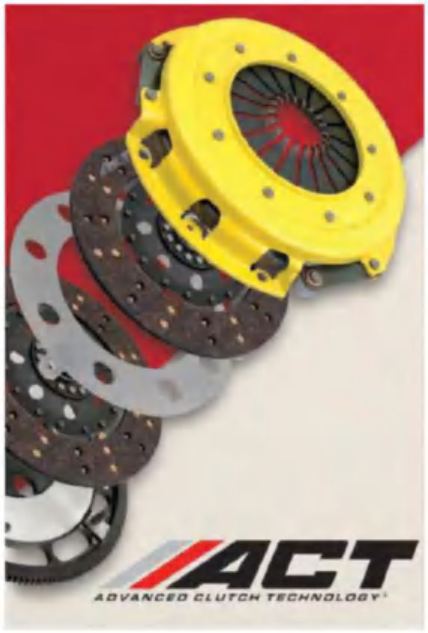



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> **"The Super Snake was surefooted and had a comfortable balance, even when pressed hard."**









gave it a huge power increase and touches of the 1968 Shelby. But now, the 2015 does it all. Rather than just a straight-line bruiser, this car handles, goes, and stops. We've arrived at the most powerful Shelby Mustang we can make at this time. And with 750 horsepower, it's worthy of the Super Snake name."

To see what the new-breed Snake was all about, we traveled to Sonoma California, where we lapped the Super Snake during the NorCal Mini Nats 30 at Sonoma Raceway. The question: Could the 2015 Snake live up to the mark set by previous models? We'd soon find out.

Sonoma is home to many events, including NASCAR, on the 12-turn challenging road course. The facility also offers an NHRA national-event dragstrip and we tackled both. We spent two days running laps around the 12-turn circuit (NASCAR and Traditional) and a few hours' worth of quarter-mile passes.

Like its predecessors, the 2015 Super Snake is unmistakable. It is up in your face with a large-mouth blacked-out grille, a hunkered-down stance, a big wheel and tire package, a lower-slung splitter, and twin vents in the carbon fiber hood. Styling is also enhanced with carbon fiber rocker blades, mirror covers, carbon fiber wings, and rear diffuser. The carbon parts can be left with a natural finish or painted to match the body.

Shelby did its homework on the engine—a high-strung intercooled and supercharged 5.0L Coyote that makes an advertised 750 hp, runs on pump gas, and retains emission legality. The 627hp version uses a Ford Performance blower, but our tester was boosted with the optional Whipple (a Kenne Bell is also optional). It sported a performance throttle-body, a cold-air inlet, a Shelby-specific tune, and Borla exhaust. The Snake's clutch is upgraded and so was the rearend gearing (to 3.73s), and we found the Mustang to have great low-end punch and big top-end power.

What we really fell in love with was the blend of power, handling, and braking. On track, we felt instantly comfortable. Well, as least after following Shelby's Gary Schechner, VP of Marketing, who showed us the line around the tricky track. Sonoma links 12 technically challenging turns together with massive and abrupt elevation change (14 to 174 feet), and there is no time to relax. Turns 1 and 3 are uphill and as blind as Mr. Magoo, on the back side there's amazingly fast essess, and then you barrel wide-open into Turn 12, a tight hairpin that leads to the concrete-wall-lined front straight, which isn't really straight, but launches you uphill into Turn 1 and you do it all over again.

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Thankfully, the Shelby made our job easy. The Super Snake was surefooted and had a comfortable balance, even when pressed hard. Where earlier Super Snakes would have stepped out with the touch of the throttle, the 2015 dug in and gripped the track.

"The stock suspension is really good in factory trim," says Patterson, "but most of our customers want improvement while maintaining the Mustang's compliance. We track-tested a variety of combinations before arriving at what you drove," he told us. "It's a combination of Ford Performance struts, shocks, antiroll bars, and springs. We tightened up the bushings and added adjustable caster/camber plates too. We looked at what could be improved and we went in that direction."

Shelby also offers a wide list of optional track-friendly features, such as cooling for the transmission and differential, brake ducting, a one-piece driveshaft, a Katzkin interior, a roll bar, and race seats.

The Super Snake rides on Weld Racing 20-inch forged wheels (black or brushed aluminum) and is fitted with Michelin Super Sport tires. (Note: Our Snake wore Pilot Sport Cup 2 tires, 275 front and 305 rear). Stopping power comes from Shelby-spec Wilwood six-piston calipers with 15-inch rotors up front and 14-inch in the rear. And they worked well, providing a nice feel—never once fading over the two days we pounded the Shelby on track. And thanks to the improved engine cooling, the Snake was chillin' even after running full track sessions.

Unlike previous dragstrip tests, where we benefited from drag radials and a prepped track, we ran this Super Snake as-is during the short period the strip was open for the road racers attending the event. Unfortunately, we battled a 15-mph headwind, marginal track, and the engine was bumping the rev limiter about 200 feet before the traps. Even so, with 1.90 60-foot times, we mustered an 11.93 at 120 mph. We were able to walk the Snake out of the hole, but speed-shifting Second gear resulted in massive tire spin. Each time it would blaze, causing us



to pedal the throttle to regain traction. It's not what we hoped for, but we still ran 11s. We can say with confidence that the Super Snake would be capable of mid-11s with only a prepped track and no headwind. Drag radials would get it in the low 11s. And realistically, 3.55s would keep it off the limiter. A proper drag test might be in order at a later date.

The silver lining was the handling, track performance, and amazing street manners. If you ever watched the Cup guys working around this place, or if you've driven Sonoma yourself, you know it's one of those track where you must strategically place the car, and most certainly feather the throttle more than just hammering it. Navigating the 12 turns requires a constant dance of the pedals, and when you get it right it feels good. Sonoma is a true test for a production car, and the Shelby ate it up.

On the scorecard this motoring scribe scores the Super Snake with a solid "A." Its handling, stability, and comfort are far and above then previous models, and that gives you a heightened fun factor. It's got an abundance of power. While the quarter-mile times fell short of our expectations, we don't think the numbers are truly representative.

The interior is handsome and welcoming, but not overdone. The 2015 Mustang front office is pretty nice stock, and Shelby adds embroidered seats, a trio of gauges (boost, oil and fuel pressure) fixed atop the center stack, and a serialized plate. It also comes with Shelby mats and rocker sills.

"The Super Snake has a ton of content," said Patterson. "We used much more carbon fiber then before, including the hood, rockers blades, rear wing, and the diffuser—this is no sticker package. We also took out weight in the exhaust by adding a Borla custom cat-back that saved 30 pounds."

In addition, for the first time ever, the Super Snake is available with an automatic transmission, at all power levels! This could be the ticket for those who want a dragstrip killer without the fear of missed gears or broken half-shafts.

Ultimately, the Shelby Super Snakes gives you that king-of-the-road feeling. It's what you desire in the car like this, and we weren't disappointed. It was simply amazing on track and on the street.







THRILL SEEKER'S PARADISE

THE 12TH ANNUAL MCLEOD NMRA FORD SUPER NATIONALS AT SUMMIT MOTORSPORTS PARK IN NORWALK, OHIO.

BY PAUL ROSNER • PHOTOS BY THE AUTHOR

THE 12TH ANNUAL MCLEOD NMRA FORD SUPER NATIONALS ROLLED INTO SUMMIT MOTORSPORTS PARK IN NORWALK, OHIO, FOR THE NEXT CHAPTER IN THE 2015 NMRA CHAMPIONSHIP RACE.

Drag racing is a family sport to most, and no family name is more iconic in the sport than Bader. Bill Bader purchased a dormant Norwalk Dragway in 1974 and has since cultivated one of the most familiar racetracks in the country with the helping hands of his family and friends, along with a continued constant pursuit for customer service perfection.

Summit Motorsports Park is located just south of the white sandy beaches of the Lake Erie shores in Sandusky, Ohio, home of the g-force thrill-seeking rollercoaster park known as Cedar Point Amusement Park. Usually incumbent



1) Things didn't start out well for Phil Hines. He hazed the tires in his only qualifying pass, landing him at the bottom of the ladder and first on the agenda for No. 1 qualifier Andy Manson and his 400-cube Anthony DiSomma–built 1996 Mustang, fresh off his win at MIR. The engines blared as the two F-1X-12 Pro-Charger–powered ponies stormed out of the gates, Hines taking a slight 0.038-to-0.060 advantage at the tree, then the two crossing the stripe at a nearly identical 4.595 to 4.600 e.t. in the first competition pass of the new eighth-mile format! Hines was a man on a mission, eventually cruising to an equally fast 4.615 in the final to John Urist's tire melting 10.20, making Hines the first VP Racing Fuels Street Outlaw eighth-mile Aerospace Components Winner's Circle champ.

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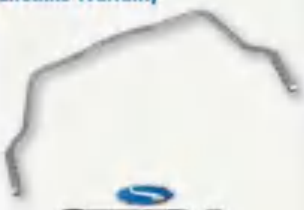


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weather is a bad thing at the races; however, a shower ended Friday-night qualifying and so we got to visit the park for the first time in nearly 20 years of visiting the facility. The rain had chased the dayshift visitors away, leaving all of the rides nearly empty; it was an unexpected treat for the weekend.

While the weekend was riddled with showers, the performance on the track never wavered, nor did the spirits of the competitors, which attests to the relentless efforts of the track manager, Kurt Johnson, and his awesome staff.

Lots of excitement was in the air as the points battles were beginning to develop. VP Racing Fuels Street Outlaw has had three different winners in three events and has now opened the doors to the 275 warriors by adopting the new eighth-mile format. The Edelbrock Renegade class seems to be picking up new racers at every event as the field grows more competitive. The Strange Engineering Coyote Stock Class is aiming for 32-car fields in the near future, so let's go racing!



2) ProCharger Coyote Modified points leader Haley James also came to Norwalk with a score to settle. The Hellion crew gave her the quickest ProCharger Coyote Modified car on the planet, but the talented rookie fell into a staging game against the much slower car of newcomer Ronnie Reynolds. After she put the Hellion Turbo Systems coupe on the top of the qualifying ladder with a stout 8.40, James got retribution in the second round as she blew by Ronnie Reynolds uncontested 8.44 to 9.38. Meanwhile, on the other side of the ladder, Johnny Lightning was equally showing some muscle beyond his 8.53 qualifying pass with wins over Cobra Jet racer Jon Kauder and an up-and-coming ProCharger-powered Joe Cram with 8.42 and 8.46 passes, respectively. That set up the rubber match between the JLP 3.6L Kenne Bell–boosted Cobra Jet and the Hellion Precision 67mm turbocharged 1993 coupe. Johnny Lightning took a tiny advantage 0.069 to 0.085 and was holding a fender ahead to the 800-foot mark when the car went to idle, then all he saw was James' taillights and parachute as she cruised into the ProCharger Coyote Modified winner's circle.



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3)



4)



5)

3) Alton Clements' 355-cube, F-1C-10.5 ProCharger–topped 1989 Coupe had a stout side of ladder facing a growingly competitive Adam Arndt, who brought 7.84 and 7.78 respective round winning e.t.'s to the table. Clements showed reaction time prowess with a 0.037 to 0.156 light and some 7.84 to 7.88 muscle. The showdown between Frank Varela and Clements was contested at Joliet via a final round wash at Norwalk. Varela nailed the tree with a sick 0.035-to-0.105 advantage, but it was all Clements on the boards with a personal best 7.67 at 179.8 mph to 7.82 at 181.4 mph for the Edelbrock Renegade win, finally slaying the Hellion dragon.

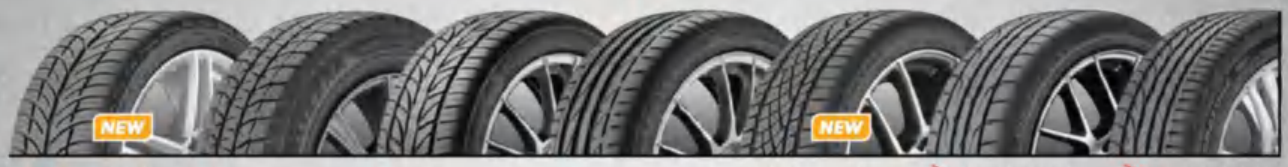
4) The Strange Engineering Coyote Stock class, in which all competitors are required to utilize the same 5.0L Coyote "sealed" crate engine and factory tunes, commonly reflashed into PCMs in the staging lanes between rounds, has become one of the most contested classes in NMRA history books. There were 17 cars in the "all-run" field at Norwalk, with over half the field qualifying in the 10.50s and 10.60s. Former NMRA Factory Stock Champ and HP Tuners–sponsored Mike Washington smacked a 0.002-to-0.068 bulb on reigning champ Booze brothers racing Shane Stymiest, then outgunned him with a 10.67 to 10.77 to the stripe. That would set up a faceoff with MV Performance's Joe Charles, who had been the fastest and most consistent throughout eliminations, never leaving the mid-10.50s. Washington backed it down to a safer 0.066 light to move ahead of Charles' sleepy 0.174, then solidified his bid for the final with a quicker 10.50 to 10.54, his best e.t. of the weekend. The two JPC team members took the final chapter from Norwalk to Joliet, where Washington continued his deadly assault on the tree, 0.031 to Marini's 0.075. Both racers rowed through the G-Force T5 Transmissions gears to the strip, ending with the trip to the Aerospace Components winner's circle going to Washington 10.459 to 10.510.

5) The Jimmy Wilson and Teddy Weaver show on the ACT Advanced Clutch Technology Pure Street channel continued in Norwalk, topping the qualifying ladder 9.81 to 9.82. The two have been the frontrunners of the class all year; however, JPC racer Ron Cullember joined the Pure Street party at the last NMRA event in MIR at his hometown track. After realizing he could be a player, he made the required NHRA license passes just before the event, then dropped into the No. 3 qualifying spot with a 10.09 at 134.23 mph. Cullember knew he needed the holeshot but overstepped into the red, while putting a 10.01 on the boards to Wilson's 9.80. After going more than a year without dropping a round of racing, Teddy Weaver has dropped the last two to Wilson, but with some of the closest racing we have ever seen. The two met again in the final, with Weaver getting the holeshot 0.081 to 0.136 and with both 311ci powerplants shifting and crossing the stripe at over nine-grand; 9.778 to 9.848 flashed on the boards, and Wilson steals another away from Weaver by 0.015 second!

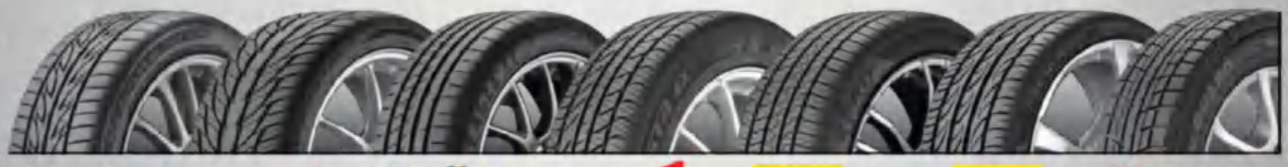


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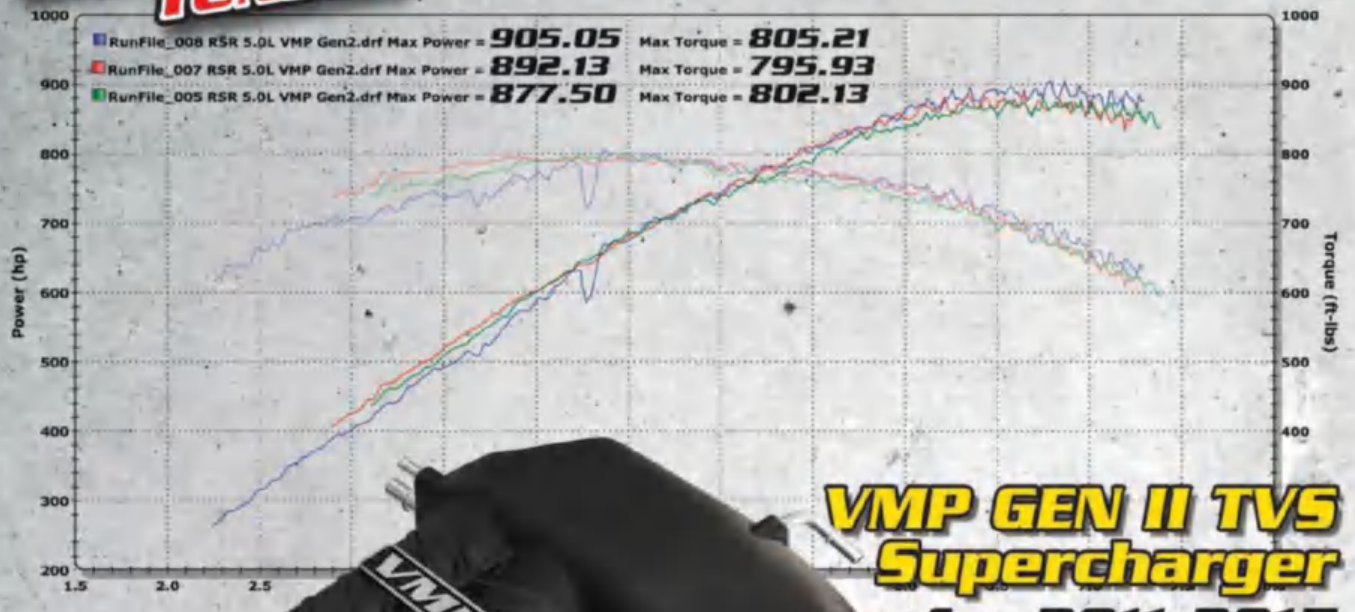
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6)



7)

6) Longtime Modular Muscle competitor Derek Kernodle jumped into the Strange Engineering Coyote Stock class a couple years back; he said he has a lot to learn still before he is a threat to the top contenders. Here he shows ingenuity in cooling the engine between rounds, through and through!

7) Most of the Factory Stock competitors have swapped to the bulletproof 5.0L 4V Coyote powerplant, except for the BES Racing Engines 4.6L 2V rabbit of Matt Armine, who is not only undefeated in 2015 but also has overwhelmingly won the championship the last two years. This weekend his wife, Danielle, got to join in the fun, competing in the All-Female True Street in her 2003 Cobra daily driver. She ended up taking the 12-second trophy with a 12.16 average. Matt qualified No. 1 in his ACT Clutch–assisted 1998 Stang with a 10.89 to earn a first-round bye, then ousted Sondra Leslie for a rematch with Justin Fogelsonger's Booze Brothers Racing 5.0L 4V Coyote coupe. It was one of the closest contests of the weekend, as they left nearly identically 0.089 to 0.087 before Matt pulled away 10.919 to 10.958. Jay Dold is the other black sheep in the field with his BES Racing Engines built 4.6L 4V–powered 2003 Mach I. He laid down an equally quick 10.922 in his semifinal bye to let Matt know that he had something for him. Unfortunately, Dold shook the tires hard right out of the gates, running 11.27 at 125 mph and giving Matt the American Racing Headers Factory Stock win with a soft 11.10 at only 111 mph.

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8)



9)

8) Exedy Racing Clutch Modular Muscle is always an awesome parade of small-cubic-inch Ford Modular power, with Open Comp handicapped-style racing. Most of the competitors needed only 281 ci to dip into the 9s and 10s. Former and current Exedy Racing Clutch Modular Muscle champ Susan McClenaghan was on a mission in her Liquid Propane–inhaling, Roush-charged Coyote, with 0.013, 0.031, and 0.045 consecutive winning bulbs on her way to the final-round matchup, which was postponed to the NMRA's next stop in Joliet. Both drivers were rested up. They met early in qualifying for the final gunfight. Russ Gabbard laid down a great 0.032 light, running 11.598 on his now 11.50 dial. However, is was McClenaghan's perfect 0.000 trigger finger and 9.568-on-9.49 dial that would prevail for the Exedy Racing Clutch Modular Muscle title and the points lead.

9) Many dragstrips are known for lots of great things. At Summit Motorsports Park, experiencing the "$1 for a pound of ice cream" can't be missed.

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10)



11)

10) The Leslie family has been a staple in American Racing Headers Factory Stock for more than 14 years. John Leslie Sr., his wife Barbara, son John Jr., and daughters Melissa and Sondra have made their NMRA travels chasing racing across the U.S. to their favorite vacation spots. Melissa is now married to Street Outlaw superstar John Urist, while both John Jr. (left) and Sondra (right) compete in Factory Stock. Sondra drives a 2006 Stang with an MPR Racing Engines–built 5.0L Coyote auto. John Jr.'s 1989 hatch with an MV Performance–built 5.0L Coyote stick finished as high as Second Place in 2013. John Sr. and Barbara contended that it's not just about family but great people like Crew Chief John Meier—it's about all the helpful friends and fellow racers!

11) Drag racing has become quite scientific. Here NMRA starter TJ "El Prepe" Bailey uses a Track Meter track surface analyzer to measure how much stick the racetrack has. You put your weight over a pad on the racing surface then use a torque wrench handle to record the torque it takes to break loose and spin. The numbers don't mean much until you have complete racecar/tuning setup data attached to them; then they become invaluable. We're sure the NMRA and Summit Motorsports Park had high target values, especially after rain delays and oil-downs. Be assured that on this weekend the track was at its best.

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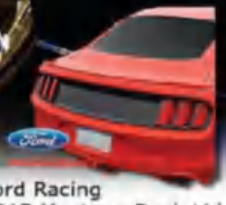
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13)

12) The Manufacturers Midway plays host to all your favorite Mustang and Ford go-fast goodie suppliers, offering oodles of "show only" deals with lots of folks on-hand to handle your technical needs.

13) Flex-a-lite Open Comp is a treat for the old-school veteran racers who don't need no stinking fuel injection or tuning software. It's all about having the carburetor jetted just right for the conditions and the timing set perfectly to hold the engine temperature for consistency! The class has lots of colorful characters piloting all different breeds, but all have one thing in common: They are true blue through and through. Competitors came from near and far to compete on the national stage in the all-run field, which was 37 cars deep. It would take six rounds of FE, 385, and Winsor madness! New Yorker Mike Buczynski had some good lights, but his Jon Kaase–topped 532ci ProFormance Specialties–built pony was great! The Quick Fuel Technology 1150 Dominator was dialed in as he made deadly consistent passes in eliminations: 9.336, 9.344, 9.340, and 9.339. Buczynski's stake nearly ended when he met the other side of Team Blackson Arrow, Joe Hutchins in the semis. Hutchins' purple 1985 Stang never ran more than 0.03 over his dial through four rounds, with a sick 0.025 average reaction. He took an early 0.027-to-0.055 advantage but broke out 10.569 on 10.57 to Buczynski's 9.345 on 9.33. Mel White let the anxiety get the best of him in the final round, when weather had moved to Joliet. He red-bulbed, giving the Flex-a-lite Open Comp win and cash to Buczynski.

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NMRA NORWALK



14)

14) Even though the Roush Performance Super Stang class is basically a Pro Tree handicap bracket class, it is about as close as you can get to a street car class, as it is restricted to 2005 and newer Mustangs on D.O.T.s. All gear changes must be made by the driver; no trans brakes or two-steps allowed, just good ol' footbrake racing! Marvin Knack and his Brenspeed-tuned 5.0L 2011 Mustang comes to make laps, and he can be seen in nearly every event, starting with True Street, where he frequents the 12-oh class winner's circle on Saturday. Sunday it's time for more laps in Roush Performance Super Stang class, as Knack ousted Brad Gusler's 2015 SCT-wrapped, 11-second 2.3L EcoBoost, then Andy Rasford. Next lap he trailered the reigning champ Kent Nine's Brenspeed-built 326-stroker drop top when Nine went under 10.788 on a 10.80, giving him a bye to the finals. Dwayne Hickman's F-1A ProCharger–topped Coyote Aluminator crate engine was the fastest car in the class. He got a holeshot victory on Larry Firestone's Roush-charged 3V 0.047, 10.217 on 10.17 to Firestone's 0.091, 12.084 on 12.05. He sent Dennis Burndt's stock-appearing 2006 Kona Blue Stang back to Grafton, Wisconsin, then came back around for a shot at the 2012 Boss 302 of Pete Espeut, a 27-year veteran shop owner who has picked out nearly 25 Mustangs off the showroom; this one still wears it's build ticket. It was all eight-grand shifts for Espeut's Boss, laying down a 0.106, 11.773 on 11.70 package, but Hickman ran him down with a tighter 0.050, 10.241 to 10.17 bundle. Hickman got to rest his big F-1A–powered pony as he watched both former Super Stang class champ Chad Wendle's minus-0.030 and then Marvin Knack's minus-0.006 red light starts, gifting him his first trip to the Roush Performance Super Stang class winner's circle.

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15)





16)

15) The diehards came out to brave the on-off rainy weekend to show off their exquisite Ford hot rods and muscle cars. They were treated to the usual UPR Products Car Show goodie bags, attendance awards, and many gorgeous trophy plaques. Special thanks went to the host car club, the North Coast Mustang Club of Ohio, for keeping it all organized and projecting the professional image that's advocated for the NMRA.

16) The Eaton Detroit Locker Truck & Lightning class continues its heavy hauler cult following as 18 members attended—Lightnings, Rangers, Rancheros, and even a 1948 big-block F-100 flatbed! Those in attendance witnessed a little bit of everything, from NA small-block Windsors and NOS big-blocks to supercharged and turbocharged Lightnings. Johnny Wiker, also known as Johnny Lightning, ran his 4.7L Kenne Bell–topped, 380-stroker modular Lightning to blow by Matt Harget's 2001 Lightning, then got a freebee from a Ryan Jones red light and nearly missed his bye to the finals when James Steamer took a serious 0.014-to-0.116 advantage at the tree. Unfortunately, the steam engine shut down early, 11.92 on an 11.78, while Wiker was gaining steam 8.93 on an 8.90 at over 151 mph. The conditions at the Joliet continuance for the title were a little too good for both racers, as Wiker got out first, 0.054 to 0.072, and broke out less 8.75 on an 8.80 to Jim Roberts' 12.43 on a 12.50. Johnny Lightning took the Eaton Detroit Locker Truck & Lightning wally and the points lead.

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How It Works: Manually Testing EEC-IV Trouble Codes on a Fox

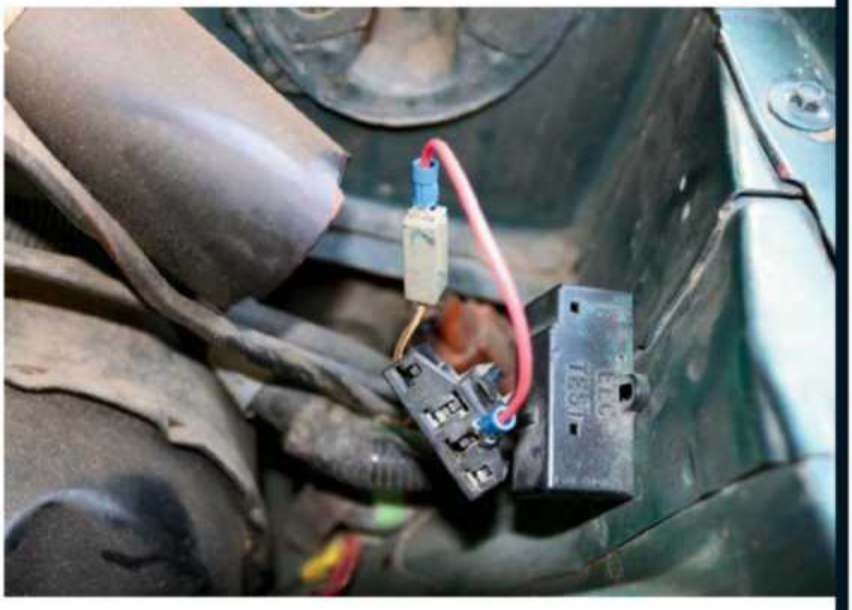
We've all been there before. You're idling in bumper-to-bumper traffic and all of a sudden your beloved 5.0L Fox-body Mustang starts to pop and sputter a bit. While the issue might clear itself up and go unnoticed in the short term, it can lead to bigger trouble over time. Usually the Check Engine light coming on should be a clear indicator of a problem that needs to be addressed, so it is best to deal with the issue soon rather than hold off until it's too late.

For instance, you might have a faulty oxygen sensor that's telling your ECU that there is a lean condition because of a false reading it took that isn't really there. Of course, this will typically trigger a rich air/fuel mixture that could wreak havoc on your catalytic converters if ignored long enough. This means you'll be pulling some of your modification funds to replace those expensive precious metal pollution filters.

So what's a Fox-body owner to do when the Check Engine light comes on or stays on while driving around? Check for trouble codes of course. Sure, you could spend the money on a good Ford-specific EEC-IV diagnostic code reader, but why do that when you could just as easily test for trouble codes manually? Yes, you heard that right. The 1986-1993 Ford Mustang's EEC-IV has the capability to manually test for codes. Not just that, but you can also check the Continuous Memory codes that are stored in the system. These codes can give you an idea about other systems that might be having problems that you might otherwise not catch; you can even perform a cylinder balance test that will pinpoint a misfire or a cylinder that might have lower compression compared to the others.

What you'll need

A paperclip will work fine to make a bypass jumper connection at the test port, but we prefer to use a simple electrical wire about 3 inches in length with crimped-on spade terminals on both ends for a solid connection. If you don't have access to a repair manual, do a quick online search for a list of trouble codes for the 5.0L EFI Fox Mustang. Beyond that, all you need is a piece of paper and a pen to write down the number of times the check engine light flashes and a few minutes of your time. Make sure you bring the car up to operating temperature before checking for codes, as this will increase accuracy.



Where to make the bypass connection on the test port

The EEC-IV (also known as OBD-I) test port is located just behind the driver-side strut tower (1994-1995 will have it behind the passenger-side strut tower) and is mounted against the inner fender. The test port will have a cover that holds it and a smaller square port. Free them from the cover and you should see a large test port that resembles a house and a smaller square plug that has one wire leading to it. Take your bypass jumper connection (or paperclip) and connect one end to the smaller square terminal. This terminal is known as the Self Test Input. Take the other end of your bypass connection and hook it to the upper right corner of the larger test port. If you look at it as a house, the correct port would be the upper window





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near the roof on the right. This terminal is known as the Signal Return. Once you have the bypass connection hooked to both the Signal Input and the Signal Return, you can proceed to the actual test.

How to manually read the codes

Open the ignition switch to the On position without starting the car. This will initialize the Key On, Engine Off (KOEO) test. Watch the Check Engine light closely because it will begin to flash. The first flashes will be very quick, but don't bother counting them, as they aren't actual codes. Once the light starts to flash slower, pay attention. These are the hard trouble codes that need to be addressed first. Count each flash until it stops flashing. If there is a brief pause followed by more flashes, combine the two flashes to make a two-digit code. For instance, our car started off with five flashes followed by eight. This means we had trouble code 58, which is a problem with the vane air temperature sensor having an input that is greater than the self-test maximum. Keep in mind that trouble codes will be separated by a longer pauses. We only had one code in our case.

The codes will repeat twice and will immediately be followed by a slightly longer pause, and then a separator pulse will flash. Once this happens, the system will begin to check the Continuous Memory codes that are stored on the computer. Here's where you get to see what other codes might be lingering or momentarily tripping throughout your routine drives. You would check these codes much the same way as the hard codes mentioned above. Once the Continuous Memory codes have cycled four times, you can turn the ignition key off for roughly 10 seconds.

After a moment you can fire up the engine, at which point the idle will increase a bit followed by the Check Engine light flashing four times in a row. This indicates how many cylinders you have (each flash counts for two cylinders). Once it has flashed four times (on a V-8 car), the Key On, Engine Running (KOER) test will commence. Check the codes just the same as you did for the Continuous Memory codes. Write them all down and look them up in either a repair manual or your Internet cheat sheet.

Cylinder balance test

Once your KOER test is complete (after all the stored trouble codes cycle four times) you can initiate a cylinder balance test. Activate the test by quickly tapping the throttle. The idle will rise and fall a bit, but don't worry because it's just the good old EEC-IV doing its job. The codes will appear in a different format from all the previous tests because the flashes now hold a value of 10. Each flash is worth 10, so if the Check Engine light flashes seven times, this would mean code 70, which means that cylinder No. 7 has failed the test. This could be due to an ignition problem or a compression leak. While the code won't pinpoint the actual cause, it will get you in the ballpark and show you where to look. One to eight flashes correspond to their respective cylinder, while nine flashes indicates code 90, which means that all the cylinders passed the test.

Clearing the codes

Generally we would stay away from clearing the codes unless you've already fixed all the trouble codes you initially had. You can do this by disconnecting the battery for about five minutes. This will trigger code 15; this means that the Keep Alive Memory (KAM) test failed. This is done so you don't cheat the sniffer test by clearing trouble codes whenever you want. Every time the codes are cleared, the ECU will have to relearn its driving pattern by completing a full drive cycle where every potential driving situation is simulated, and mileage can vary from 30 miles to 1,000 miles in some vehicles. To clear code 15, you will need to perform a KOEO self-test. Once you turn the ignition switch on and the codes start to flash, you'll have to disconnect the Self Test Input (STI) jumper wire. Once you've done that you can turn the ignition off and then run another KOEO self-test to make sure that code 15 is no longer present in the Continuous Memory codes.



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JEFF SMITH. • ORLANDO, FL • 2004 COBRA

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Corn-Fed 2004 Terminator

Jeff Smith of Orlando, Florida, has put a lot of blood, sweat, and tears into his corn-fed Competition Orange 2004 Terminator, which he calls The Pumpkin. Jeff runs his VMP-supercharged Cobra in our very own NMRA True Street class (and any other stick-shift class), earning a personal best of 10.42 seconds at 133 mph in the quarter-mile. Aside from the blower, this Cobra features Weld Racing wheels, full Bassani exhaust, an Aeromotive fuel system, Metco pulleys, CPR Racing lines and fittings, and parts from Maximum Motorsports, including the roll bar and complete tubular suspension. Jeff also installed an IRS bushing kit, Driveshaft Shop Level 5 axles, various Stiffler's components, a McLeod RXT twin clutch setup, and a Tremec Magnum transmission. Astro Performance keeps Jeff's transmission going strong, VMP Tuning's own Justin Starkey tuned the car, and Jonathan Pavia got this bad boy running on E85.



MICHAEL WEAVER • CHANDLER, OK • 2013 BOSS 302 LAGUNA SECA

Navy Man's 2013 Boss 302 Laguna Seca

Michael Weaver out of Oklahoma recently retired from the Navy after serving 20 years. He traded in his heavily modified 2013 Race Red GT for a 2013 Boss 302 Laguna Seca with just 3,800 miles on the clock. The wife wasn't too happy about his decision to get rid of a car with over $50K in mods, but although Michael misses his GT, he says that he is in love with his new Boss. Although the Laguna Seca won't be serving daily driver duties like his GT, he is looking forward to racking up the miles going to Mustang shows and events, and tearing up the autocross track. His Boss 302 is stock for now, but he has a build list in the works. Michael can't wait to start working on this "blank canvas." We thank you for your service, Michael!

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RICHARD MANVILLE JR. • SOUTHBURY, CT • 2011 GT PREMIUM

One Heavily Modified Kona Blue GT

Connecticut resident Richard Manville Jr. drives in style with his Kona Blue 2011 Mustang GT Premium, which came with full leather interior with cashmere inserts, including the Brembo brake package with 14-inch vented front rotors and four-piston calipers, HID headlights, a 1,000-watt Shaker stereo system, and an accessory. Richard added extra rumble and airflow with BBK ceramic long-tube headers and high-flow catted X-pipe, and MBRP axle-back Pro Series mufflers. He also installed an aluminum driveshaft, a Barton Industries 2 post shifter bracket and short throw shifter, an ACCEL Super Coil On Plug Kit, a BBK 90mm throttle-body, Steeda CAI, a Bama 93 Octane Performance tune, a JLT oil separator, and black hood struts to keep the engine bay open and clean. The exterior modifications include white accent stripes on the hood and rocker panels, an RTR front chin spoiler with splitter, RTR side splitters, a GT500 rear diffuser, and an RTR rear splitter. Michael also added the Ford Racing adjustable handling package with adjustable front struts, GT500 strut mounts, adjustable rear shocks, 1-inch lowering springs, a 35mm front sway bar, a 22mm rear sway bar, polyurethane bushings, rear lower control arms, frame brackets and adjustable rear Panhard bar, and J&M adjustable caster and camber plates.



KEVIN MENDENHALL • KINGSPORT, TN • 2009 MUSTANG GT

One Nasty 3-Valve Pony

Kevin Mendenhall calls his 2009 45th Anniversary GT Nasty3V. Cosmetically, Kevin's 2009 S197 features a Cervini's cowl hood, a GT500 rear spoiler, HID headlights and foglights, a front chin spoiler, tinted lights all around, and a set of staggered chrome Bullitt wheels (20x8.5 front, 20x10 rear). For handling, he installed Eibach Pro Springs and BMR control arms. Other goodies include Comp Mutha Thumpr cams, underdrive pulleys, a three-gauge pillar pod, a BBK cold air intake and 62mm throttle-body, 3.73 gears, and an SCT handheld programmer. Exhaust notes come from BBK long-tube headers, an off-road H-pipe, and Flowmaster mufflers.

WANT YOUR RIDE FEATURED? Send photos with complete information to *Muscle Mustangs & Fast Fords* Snapshots, 1821 E. Dyer Rd., Santa Ana, CA 92705, or email finish.line@enthusiastnetwork.com.







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WEB MICKEYTHOMPSONTIRES.COM **PHONE** 330.928.9092



Infinity ECU Harness

AEM Performance Electronics has released a Controls Pack–style harness adapter (PN 30-3813) for Ford Coyote 5.0L race engines. The 30-3813 Coyote wiring harness connects to the Coyote's factory engine wiring harness for quick and easy installation of an Infinity-8 standalone programmable EFI unit (PN 30-7101) onto any Coyote race engine.

WEB AEMELECTRONICS.COM **PHONE** 310.484.2322



Get Supercharged

Vortech Engineering is proud to announce the release of its latest V-3 Si Supercharging systems for the 2015 5.0L Mustang GT. The 2015 S550 systems are easier to install, with even more impressive gains at the same boost level. Each kit comes complete with everything you need, including a large air-to-air cooler, a 98mm MAF housing, a Maxflow Race Bypass valve, and all the necessary silicone coupler, clams, and high-quality hardware. You also get your choice of satin, black, or polished finishes.

WEB VORTECHSUPERCHARGERS.COM **PHONE** 805.247.0226



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When lowering your Mustang, the factory strut mounts don't offer enough adjustments to bring camber and caster back into geometrical correction. That's why Late Model Restoration is proud to offer a line of SVE caster camber plates. The black powdercoated plates offer maximum adjustment to get your suspension geometry corrected so you can have fun without blowing through tires on your Mustang.

WEB LMR.COM **PHONE** 866.507.3786

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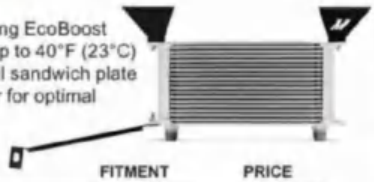


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389227	Mishimoto Intercooler Kit Polished Piping, Silver Intercooler	2015 EcoBoost	864.99
389228	Mishimoto Intercooler Kit Wrinkle Black Piping, Silver Intercooler	2015 EcoBoost	864.99
389229	Mishimoto Intercooler Kit Polished Piping, Black Intercooler	2015 EcoBoost	864.99
389230	Mishimoto Intercooler Kit Wrinkle Black Piping, Black Intercooler	2015 EcoBoost	864.99

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386669	Mishimoto Thermostatic Oil Cooler–Black	2015 EcoBoost	535.50
386670	Mishimoto Oil Cooler–Silver	2015 EcoBoost	493.00
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389019	Mishimoto Performance Air Intake–Polished Pipe	2015 EcoBoost	327.24
389020	Mishimoto Performance Air Intake–Wrinkle Black Pipe	2015 EcoBoost	327.24

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525584	Mishimoto Silicone Hose Kit–Black	2015 EcoBoost	120.00
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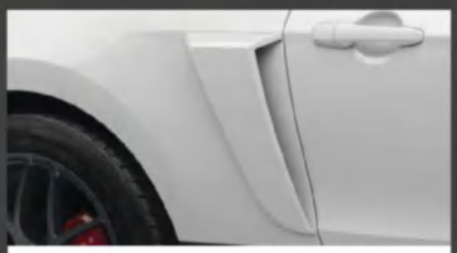
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28113	Deep Dish Bullitt Black Wheel - 17x10.5	94-04 All	138.99
28264G94	Deep Dish Bullitt Black Wheel - 18x9	94-04	162.99
28270	Deep Dish Bullitt Black Wheel - 18x10	94-04 All	169.99
28264G05	Deep Dish Bullitt Black Wheel - 18x9	05-14 GT, V6	162.99
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